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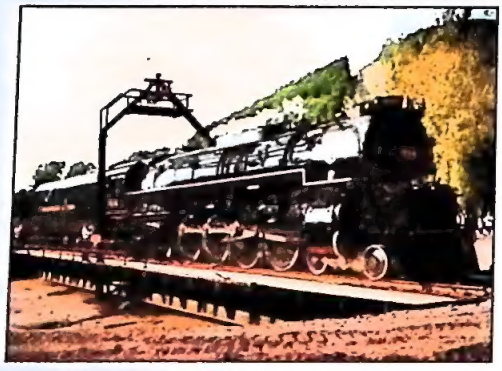

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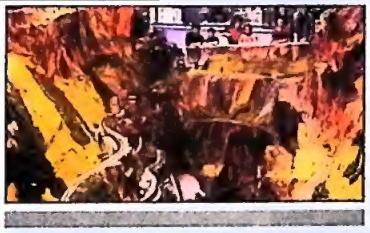

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AGFA PRINT: ANTHONY FERNANDEZ

YANKEETOWN DOCKS FM No.1 is now Pickens Railroad No.1 and is owned by the North Carolina Ports Railway. PICK 1 and Alco S2 No.6 were exchanging cars in the two track "yard" at Anderson, South Carolina when photographed. The H12-44 was originally FM demonstrator 76 before being sold to the Yankeetown Dock Corp., whose colors it still wears. The Alco is a Cummins 1200-h.p. repowered S2 purchased from the South Orient Railroad. No.1 has replaced Pickens Baldwin DS-44-750 No.5 in its duties on the former Southern Railway line between Belton and Honea Path, South Carolina. Evidently, the FM's days are numbered on the Pickens as it prepares to become North Carolina Ports 1801 — but not to worry, another Beloit product will eventually be up and running on the Pickens: Yankeetown Dock Corporation FM H12-44 No.2. Old Opies never die, they just get rebuilt by FM! See RAILNEWS.

EKTACHROME: LARRY A. DeYOUNG

KODAK PRINT: BRAD PEADON

THE ERIE LEGACY LIVES ON through the paint jobs applied to the New York & Lake Erie Alco/MLW cabs and Australia's Victoria Railways EMD ML2s. NY&LE MLW FPA2u 6758 (ex-CN 6758, one of the 251-engined prototypes) and FPA4 6764 (CN 6764) were on display on October 4 at the 1997 annual meeting of the Erie Lackawanna Historical Society in Hamburg, New York. Bob Dingman, NY&LE president, assuaged everyones curiosity by applying the Erie-inspired freight paint scheme with a lighter blue substituted for the Erie's somber black. Meanwhile, half way around the world in Australia, Victoria Railway's double-ended ML2 B74 **(left)**, preserved by Seymour Railway Heritage Centre, was on display at Junee Roundhouse Open Day. The 5'3"-gauge ML2 is unique in that it laid the groundwork for development of stateside SD three-motor Flexicoil truck after it was designed by the railway and Clyde Engineering around existing EMD technology of the late 1940s.

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From the Publisher's desk: Seattle and the Talgo

We had the maximum of 26 people on our 1997 Alaska railway tour which included rides on Amtrak, BC Rail, VIA and White Pass & Yukon among other forms of transportation — both by land and sea. The group was scheduled to be in Seattle for a Thursday evening dinner reception, and we were delighted to see old friends from our two previous tours to England had joined us for another journey. Most of us flew in because of time constraints, but some came in by rail on Amtrak. Earlybirds were able to take Dave Ryerson's two-hour tour of the Seattle Transit Tunnel. (Dave is Senior Transit Planner for the Seattle Transit System.) There was also time to ride the Seattle trolley line with its five beautiful 1927 vintage Australian streetcars. The north end stopped at Pier 70, which is a few steps from the carbarn and adjacent to railroad tracks with frequent freight service. The entire waterfront area has been refurbished and is packed with tourists, shops and places to dine. We had the most sumptuous king crab on one of the piers after the reception. Since our bodies still felt three hours behind on New Jersey time we opted to sack out early and trust that Tour Director Reggie would successfully arrange the wake up calls.

Heading north at 7:45 a.m., we took Amtrak Train No. 760, the *Mount Baker International*, which operates daily between Seattle and Vancouver, a distance of 156 miles which takes nearly four hours to complete. When in Vancouver, B.C., I caught a glimpse of why this train was different from other Amtrak trains. Instead of having the common four-wheel trucks on each end of the cars, I spotted a single-axle wheelset at each point of articulation. It turns out that Train 760 is a Talgo train from Spain which has a maximum speed of 125 m.p.h. when track conditions permit and has been tested at speeds higher than 187 m.p.h. The state of Washington provides financial support for operation of the four daily Talgo trains (two others cover the Seattle-Eugene run). Amtrak has tested these cars on other parts of its system since Talgo equipment can be operated with any conventional locomotive in Amtrak's fleet. To date, the Talgo's stronghold remains the Pacific Northwest.

The welded aluminum monocoque cars ride low to the tracks and are shorter than conventional cars. So how is a Talgo train operationally different from a conventional train? Talgo cars have their suspensions raised well above the center of gravity causing the cars to "lean" into curves, enabling them to travel at higher speeds . . . at least in Spain!

Our coach was comfortable with large, wide windows, two-and-one seating and ample leg room . . . unlike our flight to Seattle from New York on which legs had no where to go. (My knee caps still have scabs.) The Talgo car rode remarkably well, although I'd say the old heavyweight cars of yesteryear still have the edge on comfort and amenities. Along the way we enjoyed breakfast in the Bistro Diner as we headed north along Puget Sound. Arriving in Vancouver on time, we were whisked through the customs and immigration formalities, and since we had traveled by train, we didn't have to worry about our film supply being subjected to another blast of x-rays from security equipment. Our Talgo journey was infinitely more enjoyable than the airline flight that preceded it and also set the stage for the interesting journey to Alaska that laid ahead of us.

RAILFAN & RAILROAD

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COVER

The date is March 26, 1960 — that's right, 1960! — and Illinois Central 2-10-2 2807 is about to depart westward from Princeton, Kentucky, with coal loads and a few cars of merchandise for Paducah. Within three weeks steam would be completely dead on the IC. Cliff Downey looks at the decade between 1950 and 1960 when IC freight went from 100% steam to 100% Geeps in his article beginning on page 38. Kodachrome by Wallace Henderson.

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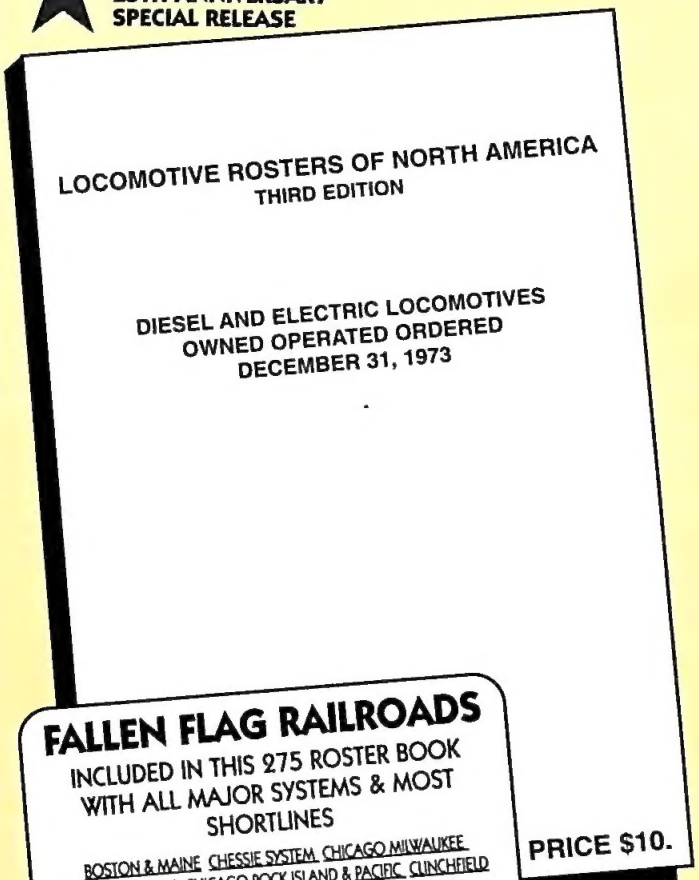

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FANMAIL

Kuralt and Byrd

The tribute to Charles Kuralt by Mike Del Vecchio in the October 1997 R&R is much appreciated. I was quite pleased to see the reference to my good friend, Billy Byrd. Billy does come, rather frequently in fact, from his home in Madisonville, Kentucky, to Chattanooga to run one of the steam engines of the Tennessee Valley Railroad Museum, both on its own trackage as well as on excursions now being operated by the TVRM on the former Central of Georgia line from Chattanooga toward Rome.

It has become traditional that when Billy comes to town for a few days I will drive out to the TVRM Shops and, after he has gone off duty, meet him and the lady who usually fires for him, Sandy Eggers. We go to a local restaurant for supper and to "railroad," meaning we tell each other old railroad stories.

Billy has spoken often of Charles Kuralt and of their mutual respect and friendship, Charles having been in Billy's home on two occasions as he made his pilgrimage around the country. I would watch Charles Kuralt on TV on Sunday mornings and felt actually knew him through Billy.

MARK S. WOMACK
Superintendent — Rules, CSX (ret.)
Chattanooga, Tenn.

Location isn't everything

I do not like to criticize writer's articles and comments, but I feel that I must respond to your October CAMERA BAG entitled "Location, Location . . ." While a location photograph of questionable composition, except for the "location tag" may be your choice for an article, I for one would have great misgivings including those types of photographs in a magazine or a slide show. There is also the question of what is needed to verify scenic locations. If one is familiar with the area, little is needed to verify the location in a photograph. We are indeed fortunate that historical photographs were taken at locations other than Cajon Pass in California, Pennsylvania's Horseshoe Curve, RGS's Lizard Head on Lizard Head Pass, D&RGW Curecanti Needle on the narrow gauge in Colorado and Kindig's curve on UP's Sherman Hill in Wyoming.

I, for one, would rather see excellent photos at a non-descriptive location rather than poorly composed photographs at a "tagged location." For marketability of historical railroad photographs, I look for good light and lack of distracting items (poles, wires, junk, signs, etc.) in the photo and, from what I have seen on covers of fan magazines, that seems to be the choice of many railroad magazine publishers.

However, in contradiction to my above comments, the whole idea of rail photography is to have a good time out in the field, but the reward may be greater if one has results other than NYC "Shark noses" through a chain link fence or modern main line high horsepower lost in a maze of poles and wires.

TOM KLINGER
Wheat Ridge, Colo.

✏ *No matter how significant a "location shot" may be, it still has to conform to certain photographic standards to get published. Steve Brown's photo of UP 844 in the Royal Gorge on page 31 of the October issue made it into the magazine because it was well composed — he captured the front of the locomotive in sunlight and included the famous suspension bridge overhead. A photo of the same train taken deeper in the gorge without sunlight or the bridge would likely have not made the cut. And we're certainly not advocating taking all your photos at readily identifiable locations. It just happened that two of the stories in the October issue were about locomotives operating where they usually don't — the news wasn't that the* Eureka *and the 844 were running. The stories were "the* Eureka *at the Cumbres & Toltec Scenic" and "the 844 in the Royal Gorge."*

When I'm out chasing I'll definitely opt for a less recognizable location if the only "location shot" is compositionally impossible to work with. Sometimes, though, the shot that tells the entire story is worth making a little extra effort to capture — S.B.

Eureka's other engine

The November '97 R&R carries a nice photo and comments from Bruce Kelly about "the other Eureka engine" up at Athol, Idaho — 2-6-2 No.7. However, that is

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KODACHROME: JOHN SMATLAK

Union Pacific E8s

UNION PACIFIC's FAMOUS TRIO OF E9s aren't the only Armour-yellow cab units to make news in 1997. Two more of the elegant E's — both E8s — are heading for a brighter future. The Orange Empire Railway Museum in Perris, California, purchased E8 942 in 1995 and has returned it to operating condition in 1997. Following a cosmetic facelift, 942 traveled from Pacific Rail Industries in Colton, California, to the Metrolink shops in Los Angeles where a missing traction motor was replaced on June 21, 1997 (**above**, with Metrolink F59PHI 879). Since arriving at Orange Empire it has operated with both prime movers and all four traction motors on-line, quickly accelerating with a pair of heavyweight coaches in tow.

Halfway across the country, E8 928 had made its home at the Omaha, Nebraska, Western Heritage Museum, which is housed in the former Omaha Union Station. When the museum underwent major renovations the 928 was moved to UP's Summit Yard for storage, where graffiti artists turned the smiling E into a happy face. It has since moved from Omaha to Council Bluffs for cosmetic work at the UP shops. Once the work is done, it will return to the Omaha museum where it will be placed indoors, avoiding the ravages of the weather and the vandals. While in Council Bluffs (**below**) on May 31, 1997, E8 928 had the opportunity to greet E9 949, which was being readied to head out with its two famous stablemates for another trip over the UP system — JOHN SMATLAK and KEN CHURCH.

KODACHROME: KEN CHURCH

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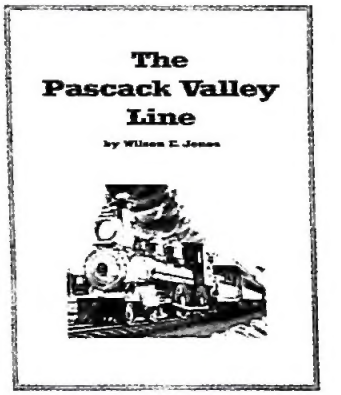

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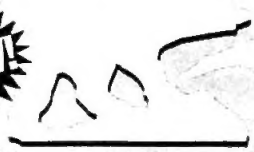

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not a Eureka & Palisade engine — E&P No.7 was a Baldwin Eight-Wheeler that was scrapped after 1912, and after the E&P became the Eureka-Nevada.

The pictured Porter 2-6-2 was correctly Eureka-Nevada No.7, purchased by the Nevada Transportation Co., then-operators of the E-N, in 1915. When the E-N was abandoned in 1938 the engine was purchased by Parker Lyon for his Pioneer Express Museum in California. Bill Harrah bought the whole museum in 1955, renovating the engine with the goofy gothic cab and brass bands to "historicalize" it for his auto museum (fortunately, Harrah used better taste in the authentic restoration of his hundreds of antique automobiles).

CORNELIUS W. HAUCK
Cincinnati, Ohio

Big steam comparison

Since Jim Boyd told the assembled masses at the Ohio Central SteamFest night photo session (December '98 R&R, page 9) that I was going to write a comparative article on Nickel Plate Road 765 and Ohio Central 0-4-0T No.3, I figured I had better get to it right away. The text of this "heavily researched" article is as follows:

"Nickel Plate Road 2-8-4 Berkshire No.765 has a comfortable seat for the engineer to sit on while he runs the locomotive. Ohio Central 0-4-OT No.3 does not."

End of article.

I would think that this should be sufficient for centerspread four-color coverage.

RICH MELVIN
Poland, Ohio

Up where he belongs

While at the 75th Anniversary open house at EMD (R&R December '97, page 64). I had the opportunity to be next to Mike Del Vecchio in the photo line for the SD9OMAC after the event closed. I asked Mike if he had brought his ladder along to shoot over the crowd like he had mentioned in CAMERA BAG (October 1995 R&R). He responded by saying he wished that he'd had it. Here's what this is leading up to.

RAILFANNING IS . . . Finding Mike Del Vecchio at the EMD 75th Anniversary open house without his trusty ladder.

DON NICKEL
Lafayette, Ind.

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EASTON, PENNSYLVANIA, through January 10. Black & white photo exhibit featuring "Railroaders at Work" on the PRR New York Division in the early 1960s by Walter M. Berko at the White Birch Gallery, 135 Northampton Street. Open Tuesday through Saturday noon-5pm, Thursday until 6pm. Information from the White Birch Gallery, 135 Northampton Street, Easton, PA 18042; 610/923-5200.

DENNISON, OHIO, November 29-30 and December 6-7. Santa train rides at the Dennison Railroad Museum over Ohio Central's ex-PRR Panhandle Division. For prices and schedules

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December 5, Ewa Carnival.
December 14, trips at 12:30pm and 2:30pm.
December 28, 50th Anniversary of Oahu Railway & Land trains running on the main line.

NASHVILLE, TENNESSEE, December 6. Excursion to Watertown sponsored by the Tennessee Central Railway Museum. Ticket prices range from $15 to $49. Reservations required, contact the museum for a ticket order form at 709 North Lake Circle, Brentwood, TN 37027; 615/781-0262.

PALESTINE, TEXAS, December 6. Victorian Christmas Train on the Texas State Railroad. Steam-powered train features fruit cakes and nut breads, strolling carolers and much more. Information from the Palestine Area Chamber of Commerce, at 800/659-3484 or 903/729-6066.

KENNEBUNKPORT, MAINE, December 6-7. A Christmas Prelude with Santa at the Seashore Trolley Museum. For details contact the museum at P.O. Box A, Log Cabin Road, Kennebunkpoort, ME 04046; 207/967-2712.

WHIPPANY, NEW JERSEY, December 6-7 and 13-14. Santa Claus Specials sponsored by Whippany Railway Museum. Trips depart hourly 12pm-4pm. Fare $7 adults, $4 kids under 12, babes-n-arms free. Advance tickets strongly recommended (no advance sales for 12pm trips). Send fare with prefered date and departure time to Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 973/887-8177.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) is sponsoring the following trips. Most use regular service trains and depart from Chicago locations. Write or call for full details.

December 6-7, Jumer's Castle Lodge in Champaign, Ill., via Amtrak.
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PHILADELPHIA, PENNSYLVANIA, January 24. Super Saturday Streetcar Special V over SEPTA's southwest streetcar routes with Peter Witt car xxxx. Numerous photo stops. Trip departs Elmwood car barn 10am. Tickets $28 from Wilmington Chapter NRHS, P.O. Box 1261, Wilmington, DE 19899. Information contact Steve Barry at 973/383-3355 9am-5pm ET.

HACKENSACK, NEW JERSEY, February 28. EastRAIL '98 sponsored by the United Railroad Historical Society of New Jersey at Bergen Technical School, 200 Hackensack Avenue South, 10am-6pm. Professional multi-media presentations covering the East Broad Top, Erie Lackawanna MU's, Texas railroads, New York harbor operations and more. Scheduled presenters include Scott Snell, Rich Wallace, Bob Hart, Jr.,

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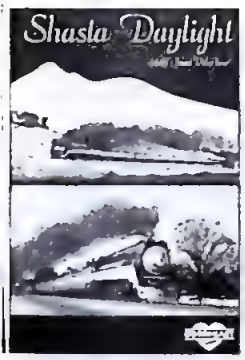

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611 Birmingham Memories

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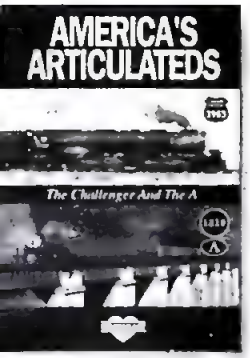

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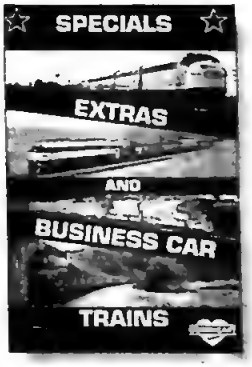

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RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
December 13-14, Costa Mesa, Calif., Orange County Fair & Expo Center.
December 13-14, Fort Washington, Pa., Expo Center.
December 27-28, West Palm Beach, Fla., South Florida Fairgrounds.
January 3-4, Chantilly, Va., Capital Expo Center.
January 3-4, Jacksonville, Fla., Greater Jacksonville Fairgrounds.
January 3-4, San Rafael, Calif., Marin Center.
January 10-11, Columbus, Ohio, Franklin County Veterans Memorial.
January 10-11, Virginia Beach, Va., Pavilion.
January 10-11, Norcross, Ga., North Atlanta Trade Center.

COLUMBUS, OHIO, December 13. Buckeye Railroadiana & Model Train Show at the C[illegible] Center (Lausche [illegible]), 9am-4pm. Admission $4, under 12 free. Information: G[illegible] Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-[illegible].

MARION, OHIO, December 13. Marion Union Station Association's 12th Annual Model Train Show at Evers Arena in the Marion County Fairgrounds, East Fairground Street, 11am-4pm. Admission $2, under 10 free with adult. Information: Jerry Richie, 556 Siesta Drive, Marion, OH 43302; 614/389-5162.

NEWINGTON (HARTFORD), CONNECTICUT, December 14. Greater Hartford's Greatest Train Meet sponsored by the Temple Sinai Trainsters at Newington High School, Route 173, 10am-4pm. Admission $4 adults. Information: Lee Blum, 65-B Louis Street, Newington, CT 06111; 860/667-1674.

GILBERTSVILLE, PENNSYLVANIA, January 4. Gilbertsville Train-O-Rama at the Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Prudhomme, 233 long lane Road, Boyertown, PA 19512; 610/367-7857.

HAMILTON, MASSACHUSETTS, January 10. Model railroad and railfan meet sponsored by the Wenham Museum at Winthrop School Auditorium & Gym, Bay Road, Route 1A (1 mile north of the museum), 10am-4pm. Admission $3, kids 6-14 $1, family $7. Information: The Wenham Museum, 132 Main Street, Wenham, MA 01984; 508/468-2377.

WINSLOW, NEW JERSEY, January 11. The Great Winslow Junction Scale Train & Railroadiana Meet at the Winslow Fire Hall, Hall and hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 (until 9pm ET).

CAMERA BAG

by JIM BOYD

Fireproof photo safes

GUEST COLUMNIST: ALEXANDER D. MITCHELL IV

LAST MONTH IN THIS COLUMN we discussed fireproofing your photo collection and prioritizing your photos for inclusion in a fireproof safe. If you reacted properly to last month's column, you should by now have a coherent and solidly-edited selection of your photo collection, plus the other valuable papers of the household, all ready for protection from fire. And now you should be ready to put this collection in a

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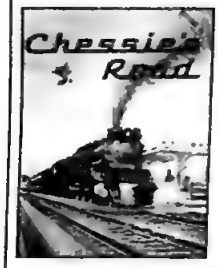

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place safe from the hazards of fire — to say nothing of dust, cat hair or spilled beer. Surprisingly, very little is written in the amateur or professional photographic press about this important subject. Even professional photo business texts consulted by this writer contained only mere sentences, not chapters, on this topic. Obviously, the importance of the photograph as a unique document of a moment frozen in time is lost on many non-historian photographers.

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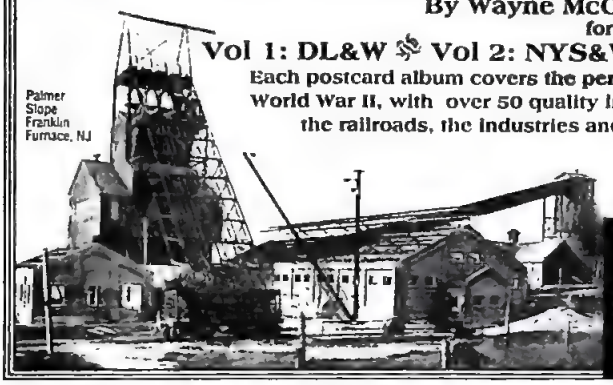

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fire safes work. The primary role of a fire safe is to protect documents from perishing in a fire. For almost everybody, those documents are in the form of paper — deeds, titles, wills, ledgers, etc. Paper typically ignites at temperatures around 450 degrees Fahrenheit and chars or becomes brittle at temperatures between 300 and 450 degrees. In nearly any case, the primary need is to let the documents remain solid and legible enough that they can be replaced or read after the fire. To that end, most fire safes are built to keep the interior temperature to 350 degrees or lower after exposure to the temperatures generated by a typical building fire. (Safes are actually rated by the interior temperature after a time exposed to 1600-degree temperatures; the typical household fire box is rated for 350 degrees at one half hour.)

Here's a fun experiment: take a couple slides/prints/negatives that you don't care about and pop them in the oven at 350 degrees for 30 minutes. Or even better, try a whole polyethylene slide page loaded with culled slides. Kids, don't try this at home. On second thought, don't even try this at all unless you live alone, have a fire extinguisher handy and love the smell of smoldering film.

I'll save you the trouble. Color negatives and slides will show some signs of color shift, similar to badly aged slides or film. Prints will curl, blister, crack, peel, discolor, fade or otherwise be rendered useless. Transparency film may shrink and pull away from cardboard mounts. You don't even want to know about plastic mounts and slide pages — let your imagination run wild.

Does this mean that all those wonderful fire safes at the office supply store are useless? Not at all. Your approach, however, must now be one of two: either accept the limitations of the average safe, work within them and take the chances or purchase an above-average safe.

A pragmatic approach may be in order for most of you. I estimate that the typical reader of this column will have selected anywhere from several dozen to several hundred slides or photos to venerate in this fashion. Your actual odds of being burned out of house and home are still remote, unless you have resident fire hazards or pyromaniacs. Even if fire does strike, it is unlikely that the safe will actually be subjected to the full force of a hot fire, unless you live many miles from the nearest fire department. Therefore, the best approach could be the budget approach: buy an inexpensive fire safe, put your photos in it and place the safe in a prudent location in the house.

The most widely available brand name in the fire safe market is the Sentry line of safes. Sentry has become virtually synonymous with household fire safes; indeed, in many areas they are about the only brand handily available. This writer is in no way endorsing the Sentry product line but is acknowledging their overwhelming availability and market share by using their products as examples of safes on the market.

The smallest Sentry safe likely to be of use to the typical CAMERA BAG reader is the Sentry Model 1150. This safe, like most of Sentry's small box line, has a key lock and a gray, plastic-coated interior and exterior. The heavy lid seats itself over the body; in case of exposure to fire, the exterior plastic melts and seals the interior from the flames. The safe is rated by Underwriters Laboratories at 350 degrees-½ hour. My

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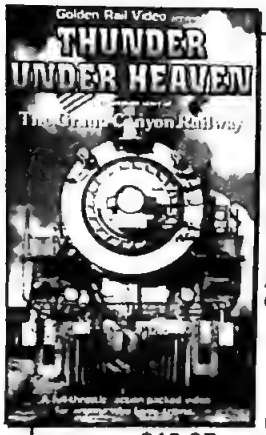

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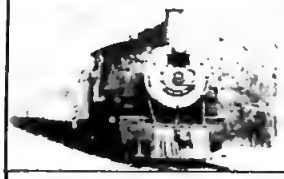

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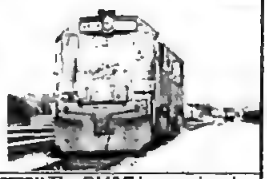

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own Sentry 1150 holds 32 Kodak 36-slide boxes comfortably, for an approximate capacity of 1000-1200 slides plus important papers. The approximate retail cost of this box is $35 to $40. (As with cameras, there is a wide gap between "list price" and "street price;" all prices quoted are street prices as checked in several nationwide retail chains.)

Although this option will do, there are better options available. The few photography books I saw that mentioned fire storage of slides and negatives all suggested vertical storage in polyethylene pages in hanging file folders. To that end, another Sentry product fits the bill: the Sentry Model 1170. This is an enlarged version of the smaller Sentry boxes, designed to hold hanging files. It has an interior capacity of 0.61 cubic feet; I was able to cram about 200 20-slide pages into my brother-in-law's 1170, for an estimated capacity of around 4000 paged slides. (File folders will cut into this capacity.) Retail cost for the 1170 is around $60 to $70. A recently-added model, the 1175, advertises 60% more capacity (or about 6000 paged slides) for around $85.

Another option exists in Sentry's line of file-drawer fire safes. For around $350 to $400, the Model 6000 and 6200 offer two long file drawers of fire protection. This could conceivably hold your entire photo collection, your household papers and many valuable things besides (tickets, maps, manuals, timetables, etc.). This arrangement would be ideal for a small museum, railroad club or society with a small collection of photos and/or ephemera.

Suppose, however, that you have heeded the earlier warnings on temperatures and film, and have decided that your irreplaceable collection of New York, Ontario & Western steam slides is worth really saving from a fire in your wood-heated log cabin 20 miles from the nearest town. Protection is available — but at a price.

There has been a growing demand for fire protection of magnetic media — audiotape, videotape and computer discs. Unlike text, the information on magnetic media can be rendered useless at temperatures as low as the mid-100s Fahrenheit. Therefore, additional protection is needed, and this additional protection happens to come in handy for film and photo protection as well. Sentry's Model 1710 is the smallest box to fit the bill; it is essentially the 1150 fitted with an additional interior compartment. This compartment is made from a special crystal gel, which changes structure and insulates further when exposed to high temperatures. This gel compartment gives the box an UL rating of 125 degrees at ½ hour; your film may have gone through worse in the camera in summer. This compartment reduces the capacity (it holds 16 audiotapes or 60 3½" discs) and increases the price to around $175.

A better answer may lie in the new Model 6720, a hanging-folder-sized box with a media-protection liner. Once again, the price is not cheap — around $300. But this model may just be the all-around value winner between complete protection and price. (Once again, I remind you: how much did you spend on the camera, film, gas, Amtrak tickets, etc.? Does $300 look cheap now?)

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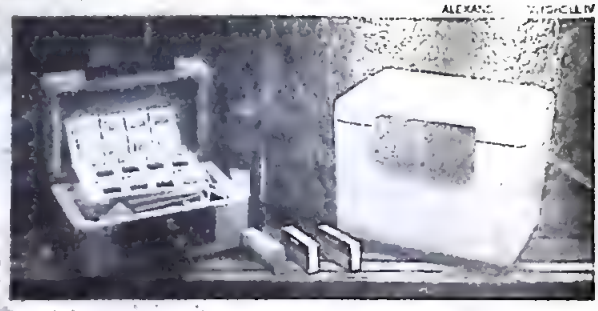
Perhaps just as important as the purchase of the safe, however, is the placement of said safe in the house. Of course, circumstances will vary from household to household. Many of the Sentry offerings allow the option of bolting the box or safe to a floor — the better to keep the box from walking off. On the other hand, my own 1150 is usually parked on the floor between the desk and door — the better to grab while escaping any fire or crisis. This does leave it vulnerable to theft if a burglar should get in, however.

Some suggest placing such a box in a basement, as far from the furnace as possible. Frankly, I'd worry more about basement humidity or flooding. My personal suggestion is a readily-accessible yet discreet location (a bedroom closet or under a bed, for example) as far as practical from any likely sources of fire or water (kitchen, furnace, dryer, fireplace, etc.), and preferably along an exterior wall (more likely to remain in that spot in case of floor burning).

It should also be noted that the Sentry information sheets I have seen on the media safes recommend frequent opening and ventilation of the safes to minimize humidity problems and maximize protection. This should be a consideration — but please, close any safe when not being accessed. Nothing is more useless in a fire than an open safe!



TWO FIREPROOF SAFES that are practical for slide storage are the Sentry model 1150 (left) and the larger Sentry model 1170.

Further information on Sentry products is available from their World Wide Web site at *http://www.sentry-grp.com*. This site lists all available models, with information and dimensions; direct ordering is also available.

Other options do exist, but may require more effort or expense. One photographer of

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Dickerson to Washington, DC 20-10
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Croton-Harmon to Grand Central Terminal, NY ..22B
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Chicago to Miller, In 25A
Miller to Michigan City, IN 25B
Michigan City to South Bend, IN 25C
Atanta, GA to Meridian, MS..(6 Parts) ...30-1-2-3-4-5-6
Franklin, MA to South Station plus Highlights 36
North Station to Fitchburg, MA 37
Rockport, MA to North Station 38
Attleboro, MA to So. Sta. & Lowell to No. Sta 39
Ipswich, MA to No. Sta. & Stoughton to So. Sta ..40
No. Sta. to Haverhill, MA & Framingham to So.Sta ..41
Richmond to Alexandria, VA(4 Parts) .48-1-2-3-4
Atlantic City to Atco, NJ 53A
Atco, NJ to 30th Street Station, Philadelphia ...53B
Hoboken to Gladstone, NJ 58
Hoboken to Dover, NJ 59
Hoboken, NJ to Suffern, NY..(Bergen County Line) .60
Hoboken, NJ to Suffern, NY(Erie Main Line) ..61
Hoboken, NJ to Spring Valley, NY 62
Suffren to Campbell Hall, NY 63A
Campbell Hall to Port Jervis, NY 63B
Hoboken to Montclair, NJ 67
Hoboken to Netcong, NJ 68
Chicago Union Station to Aurora, IL 72
Elwyn to Wayne Junction, PA 73
Wayne Junction (Phila.) to West Trenton, NJ 74
30th Street Staion, Philadelphia to Norristown, PA ..75
Lindenwold, NJ to Philadelphia, PA 77
69th Street Phila. to Norristown 46
Media Sharon Hill Line to 69th Street 50
Groton, CT to Gardner, MA (4 parts) ..81-1-2-3-4
Providence, RI to Worcester, MA 82
Jamaica to Speonk, NY 85
Babylon to Patchogue & return 86
Pt. Jeff. to Hunt. & Jamaica to L.I. City 89
Long Beach to Los Angeles, CA 91
Greenport to Ronkonkoma, NY 102
Ronkonkoma to Jamaica, NY 103
Jamaica to Speonk (via Main Line) 104
Speonk to Montauk, NY 105
Anchor. to Fairbanks, AK (7 parts) 85-1-2-3-4-5-6-7
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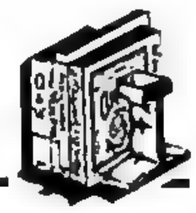
my acquaintance keeps his valuable photos in a compartment of his gun safe — right along the M-15, AK-47 and Thompson machine gun. Another hobbyist picked up a small antique floor safe cheap at an auction — then spent as much again to get a locksmith to figure out the combination! And the professional photographer who eventually purchased my parents' former newspaper office insisted that the rolltop desk and the giant 1920s safe be part of the deal; he uses both for their intended purposes.

Now before we go, let's consider two final points on the criteria for selecting photos to include in your safe. First, periodically review your entire collection from time to time for further additions to your fireproofing project. You'll be amazed how rapidly additions come along as rosters and paint schemes are retired, lines are abandoned and railroads merge, forever eliminating the chance to reshoot lost photos. (Seaboard System SD50s and Amtrak P30CH's, anyone? How about F40s on a non-RoadRailer equipped *Broadway Limited*?)

Second, remember that no matter what you are conserving for future generations of historians or railfans, this is first and foremost *your* archive. Please feel free to include the photos special to you alone — the cab ride on your hometown local, the crew shot of the local shift, your buddies at Tehachapi or your sweetheart waiting with you at the Hampton & Branchville Railroad offices. ⊂

RAILROADIANA

by STEVE BARRY



Calendar Call

Like the leaves of autumn, the cool weather brings calendars fluttering into the office (okay, so maybe that isn't the best metaphor).

The Lackawanna & Wyoming Valley Chapter NRHS has been producing calendars for a long time, and this year we have the **25th Anniversary 1998 Railway Calendar** with a color photo of Conrail GP40-2 3281 pulling a pig train through Moscow, Penn., which is now the line used by Steamtown for their runs. Inside are 13 black & white photos featuring Pennsylvania scenes like the Lehigh Valley engine terminal at Sayre, a Wilkes-Barre Railway streetcar in the streets of Pittston and more. It folds out to 11⊕↔17⊕ and sells for $5.95 from the L&WV Chapter NRHS, Box 3452, Scranton, PA 18505-0452.

Another black & white offering is the **Nickel Plate Road Historical & Technical Society 1998 Calendar.** Inside are twelve vintage views such as PA's in Erie, Penn., a wreck on the Vermilion River bridge, Berkshire 742 on the Conneaut, Ohio, turntable and more. The front cover features Berk 774

Calendar Photos

Union Pacific Railroad will pay $100 for each photo published on our 1999 calendar, along with a credit line for the photographer.

We're looking for contemporary freight pictures of Union Pacific trains. (No excursion train pictures, please.) Transparencies are preferred. Make sure each slide is labeled with your name, address and the location of the picture. Include SAS return packaging.

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in color and caboose 401 graces the back in black & white. It folds out to 11⊕↔17⊕ and sells for $6.75 from NKPH&TS, P.O. Box 381, New Haven, IN 46774-0381.

The Baltimore & Ohio Railroad Historical Society 1998 Calendar is all-color, with front and back cover photos and twelve photos inside. Subjects include a GE 80-tonner switching Bradford Yard, the engine terminal in Butler, Penn., with lots of steam, a 2-6-6-2 passing the depot at Colden, N.Y., and more. It folds out to 11⊕↔17⊕ and sells for $8.50 plus $1.50 shipping from the B&ORRHS, P.O. Box 13578, Baltimore, MD 21203-3578.

McMillan Publications has issued eight stunning all-color calendars, each folding out to 14⊕↔22⊕ and featuring 14 photos (one on the cover, and 13 months inside, starting with December 1997). There's the **1998 Norfolk Southern Color Calendar** with SD40-2 6163 in the snow at Blackwood, Va., C30-7 8022 passing the tower at Marion, Ohio, and more. The **1998 Burlington Northern Color Calendar** has GP50s in Alma, Wisc., a mixed bag of EMD's and GE's at Trinchera, Colo., a GP38-2 crossing the Deschutes River at Sherar, Ore., and more. The **1998 BNSF Color Calendar** includes "goat boats" at Big Lake, Minn., "barf bonnet" SD70MAC 9647 at Waldron, Mo., SD70MAC 9297 (with different striping on each side) at Akron, Colo., and more. Also available are **Southern Pacific, CSX, Union Pacific, Conrail** and **Santa Fe.** Each sells for $12.95 (discounts for multiples, call for details) plus $4.00 per order shipping from McMillan Publications, Inc., 9968 West 70th Place, Arvada, CO 80004; 800/344-1106.

VIDEOS

reviews by Christopher Kimler

"Southern Pacific Scrapbook," from Charles Smiley Presents, 18351 Blackhawk Street, Northridge, CA, 91326; 818/366-2289; 90 minutes, color, $26.50 plus $3.00 shipping (CA residents add $2.19 tax).

After I watched this tape, which I enjoyed, it became apparent to me that next time I'm in California, I've got to do some railfanning around Tehachapi and along the coast. Smiley does a good job of capturing the character of the SP in the days before the UP merger. Branch line trains in Lompoc and Santa Cruz, as well as sugarbeet and the famous "Oil Can" trains all make their way past his lens. Donner Pass, Beaumont Hill, Tehachapi (of course) and the Coast Line combine to reflect the rugged conditions, tough grades and beautiful scenery encountered every day by SP crews.

I must admit, it is really neat to see road freights stop to allow the conductor to get off and open a hand-throw turnout so the train can clear for an Amtrak passenger train, then back the entire consist out of the siding onto the main so the conductor can normal the switch and the train can proceed on its way. And all of this in the 1990s! This practice is/was likely to be wiped out by the merger-partner UP as soon as possible.

Arizona doesn't get overlooked either. The Gila and Lordsburg (known as the "Stormy") districts showcase SP action complete with lower quadrant semaphores and on-train footage from the mid-1980s. A lot of the earlier film features cabooses along with the semaphores. More contemporary video in the area shows how little things changed in the 1990s.

The video also includes some really cool SDP45 pace shots, cab ride footage, a lot of interesting camera angles (looking beneath moving freight cars as the rest of the train moves around the other side of the curve in the distance), and neat graphics such as maps that peel away to show the scene and way cool blends and fades. All of this is done in a fast-moving editing style that doesn't leave the viewer wondering when the train is going to enter the frame or pleading for the boring series of runbys to end.

The video comes to a close with a great look at Stockton Junction, the great Winterail hangout. SP, Santa Fe and UP all in pre-merger paint and with an interesting variety of older power, locals and main line trains bang across the diamonds as the viewer wonders how they keep from going on the ground. It's no wonder Stockton is one of the premier Western train-watching locations.

This is a darn good video, and at $30.00 for 90 minutes of tape, it's a really good deal to boot. It's a good encore to Charles Smiley's "Southern Pacific By The Bay" video which features SP Train Masters, Alcos and first generation EMD's between 1967 and 1976. We'll take a look at this tape in a future column — C.K.

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RAILNEWS

CSX SD70MAC's The newest locomotives on CSX, SD70MAC's 700-724, the first super cab EMD's after hundreds of GE's, were purchased expressly for hauling coal and other heavy materials. The 4,000 h.p., microprocessor-equipped diesels have electronically fuel injected 710G3B engines which adjust for various load conditions. The SD70MAC's ride on three-axle, self-steering radial trucks, equipped with three a.c. traction motors each. These trucks reduce the amount of wear on the rails, are cheaper to maintain and can crawl at slower sustained speeds under higher loads than their d.c. counterparts.

The units are lettered "SD70AC" (see page 66) on the cabs because the CSX classifying computer will only accept six digits, so the "M" was excised. They can found almost anywhere along the slopes of Cranberry and Seventeen Mile Grades between Grafton and Cumberland, Maryland — ALEX MAYES.

FAIRBANKS-MORSE BUYS ALCO In what sounds more like a headline from the 1950s, Coltec Industries, which operates the Fairbanks-Morse Engine Division, has acquired the assets related to the Alco locomotive business from General Electric Company. In 1994, Coltec, based in Charlotte, North Carolina, purchased from GE the assets related to the manufacture and sale of Alco diesel engines and parts for marine and stationary power applications and became a supplier to GE for Alco engines and parts for locomotives. With their current acquisition, which includes the assets pertaining to the manufacture and sale of Alco diesel engines, turbochargers and Alco locomotive chassis components, Coltec has positioned itself to become a one-stop shop for their customer's needs.

The products Coltec plans to build, unfortunately, will not come in the form of PA's and Train Masters hauling freight in the U.S. Rather, engines, turbochargers, and chassis parts for foreign markets will be produced. GE will retain the right to sell Alco locomotive products in India, while Coltec/FM/Alco will serve customers outside of the Indian market.

What's most interesting about this transaction is now Fairbanks-Morse and Alco, two companies that haven't produced a new model for the American market in nearly 30 years, are now affiliated and doing well producing locomotives for foreign markets. And as an added bonus, EMD is seemingly in the process of selling off their LaGrange plant and at the same time, contracting to build locomotives for the Long Island Railroad in none other than Alco's old hometown of Schenectady, New York!

COOPERSTOWN & CHARLOTTE VALLEY COMEBACK The eternal victim of an economy that continuously seems to grow up and leave it behind, the C&CV will once again be dusted off and used to carry tourists through the rural upstate New York countryside. The Leatherstocking Railway Historical Society, led by president Bruce Hodges, recently received a check for $500,000 from the New York Department of Transportation and used the money to purchase the line from Walter Rich's Delaware Otsego Corporation. The sale comes after being turned down by NYDOT for the grant after previous attempts and proving to the DO and the local community that the Leatherstocking group is legitimately interested in running a quality operation (a process that has taken since 1984 to complete).

The Leatherstocking group is currently in the process of looking to purchase a first-generation diesel locomotive and has already bought a former Delaware & Hudson coach. The money for the startup has come from federal ISTEA funds mixed with state of New York Multi-Modal Transportation funds, a new program in the state's transportation budget that addresses local needs needs in highway, bridge, rail and aviation improvements.

The Cooperstown & Charlotte Valley Railway runs from Cooperstown, New York, the home of the Baseball Hall of Fame, 15.8 miles south to Cooperstown Junction, which is located in Milford, New York. At Cooperstown Junction the line connects with the former Delaware & Hudson main line between Binghamton and Albany, now operated by Canadian Pacific Railway's St. Lawrence & Hudson Railway. The line was completed in 1869 and operated as the C&CV until it was purchased by the Delaware & Hudson Railway in 1903. Down to one train in each direction per day by the late 1920's, passenger service was finally discontinued in 1937, with freight service ending in the late 1960s. Walter Rich and Deane G. Winsor started running the line as a tourist operation in 1971. As their Delaware Otsego Corporation (named for the counties through which Walter Rich's first 2.6-mile short line out of Oneonta originally passed) grew, the tiny C&CV fell by the wayside once again in the early 1980s. With the help of government money and the Leatherstocking group, the nineteenth century era C&CV has come back to life once again to witness the millennium.

GEORGIA POWER No. 97 IS BACK IN STEAM The Southwestern Railway Museum of Duluth, Georgia, returned steam power to its active roster with the rollout of Georgia Power No. 97, an 0-6-0T built by Porter in 1943. The locomotive had last run at the museum in 1991. Now No. 97 is one of only two vintage steam locomotives in regular service service in Georgia.

The museum's eight-man, all-volunteer crew logged more than 2,000 hours over eight months to give the 50-ton switch engine its first major overhaul since the 1960s. The rebuild included replacing boiler flues, redesigning the firebox and oil burner system, refurbishing air compressors and the dynamo, repairing plumbing and the inevitable grinding, sandblasting, patching, priming and painting of exterior surfaces.

The locomotive was built by the H.K. Porter Company of Pittsburgh for the United States Army as No. 5050 — "Old Half 'n' Half." Georgia Power Company purchased the engine and used it to ferry materials around the construction site during the building of Plant McDonough. The engine has been restored to the black, silver and red color scheme she had on the day she was donated to the museum in 1965. Additional work on the driving wheels will be completed over the winter.

Number 97 will pull the museum's caboose train one weekend each month. On other Saturdays, motive power will still be provided by one of SRM's two 1940s-vintage centercab diesels. For more information about the Southeastern Railway Museum visit their website at **www.mdtsoft.com/srm** or call 770/476-2013.

AMTRAK COMPETING WITH THE FREIGHT ROADS? Both Union Pacific and BNSF have voiced their complaints about the increase in what Amtrak calls "Express." The freight railroads believe that Amtrak has crossed the line into general freight, and they have let both Amtrak and the Surface Transportation Board know they disapprove. Union Pacific and Amtrak are involved in a complaint with the STB, while BNSF held an Amtrak train for hours while top-level executives from both railroads debated about what to do with the "mixed" train . . . all the while making passengers wait until the dispute was resolved and the train was allowed to continue. BNSF has claimed that Amtrak is not using end-of-train devices when adding express cars to the hind end of their trains. The lack of EOT prevents the engineer from dumping the air from both head and hind end in the event of an emergency. Some Amtrak employees have claimed that BNSF is punishing Amtrak for carrying more than passengers.

Evidently, the STB did not narrowly define the word "Express" when it permitted Amtrak to carry it. Until a decision is reached, the Board has declared that Amtrak can operate 18 cars on the Union Pacific with up to nine express cars.

All the while Amtrak and the freight roads are arguing about what the word "Express" means, the Brotherhood of Maintenance of Way Employees is preparing to strike Amtrak across the country except for Chicago and their Metra connections and some New York area commuter operations. With Amtrak near bankruptcy and Congress dragging its feat on Amtrak's $2.3 billion subsidy for fiscal year 1998, Amtrak officials have stated that the railroad simply cannot afford the pay increase that the BMWE is seeking. The union is seeking a 2% wage increase for its 2,300 members through 2000. BMWE members currently average $14.27 per hour.

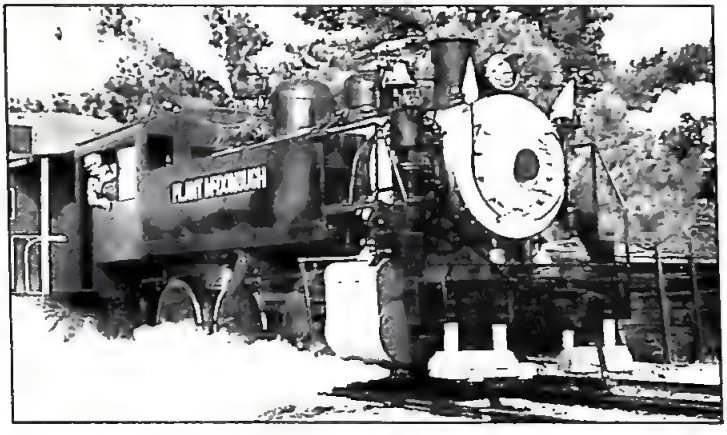
President Clinton imposed a 60-day cooling-off period and appointed a three-member Presidential Emergency Board after Amtrak and the union arrived at a stalemate in August. The PEB recommended a 3½% increase over five years, retroactive to 1995. Cliff Black, a spokesman for Amtrak, stated that if the railroad were to give the BMWE the raise that the PEB recommended, it would also have to give all of its other employees an equivalent raise. This would cost the railroad over $250 million through 2000,

LAKE STATE RAILWAY ALCO RS11 1195 (**right**) was at East Tawas, Michigan on Saturday, September 13, 1997, for the third annual East Tawas Old Fashion Railroad Days. The black and white unit (ex-New Hampshire & Vermont 405, XTRA leasing 405 (leased to the Florida West Coast in 1988), nee-Norfolk & Western 405) had just been painted at LSRC's shop in Alpena, and although appearing black by most standards (which is why we opted to put it on our black & white page), the paint mix actually contains a few drops of dark blue. The painter indicated that the color is called "One shade up from Black." The Lake States Railway operates 275 miles of track in northern Michigan. The majority of right-of-way is former Detroit & Mackinac trackage that was acquired by the LSRC on February 17, 1992. Lines include Bay City to LaRocque, Piconning to Gaylord, Alabaster Junction to Alabaster, Alpena Junction to Paxton and Posen to Rogers City, Michigan.

WILLIAM T. CLYNES

MIKE O'CONNER

R. RAY LEADER



GEORGIA POWER No.97 IS BACK IN STEAM and running at the Southeastern Railway Museum in Duluth, Georgia. The 0-6-0T is lettered for its original duties when it was used to ferry materials around the construction site during the building of GP's Plant McDonough. The No.97 was photographed while pulling up to the museum's boarding platform at the end of its inaugural run on September 20 with Clinchfield cupola 1064 and a former Southern transfer caboose loaded with dignitaries and patrons.

LOWER QUADRANT SEMAPHORES ARE ALIVE AND WELL on the Central Oregon & Pacific Railroad as evidenced by a Roseburg to Glendale, Oregon, hauler (**left**) splitting a pair of blades just south of Roseburg on September 17, 1997. The train was powered by a pair of GP38s with the 5532 on the point. It's good to see that semaphores are alive and well in Oregon!

A 1955 INDUSTRIAL BROWNHOIST crane is among the Railroad Museum of Pennsylvania's most recent acquisitions. The 250-ton wreck crane (**right**) was built for the Erie Railroad and numbered 3302. On Conrail, it was renumbered 45210 and operated out of Conway, Pennsylvania. It is currently operational with twin 140-h.p. Cummins diesel engines. The idler car ahead of the crane was built for the Pennsylvania in 1929 (PRR 470189), becoming Conrail 31188 in later years before being donated to the museum. Both were seen at the RMP in Strasburg, Pennsylvania, on September 27, 1997. The museum is planning more acquisitions in the near future. Among them includes the former New York Central GE U-boats on the Delaware Valley Railroad and a PRR class I-1 Decapod which is currently in New York.

ANTHONY DIYENNA

a figure its already strained budget cannot handle. For years, Amtrak employees have made less than the freight railroads' employees due to Amtrak's precarious financial situation, which only worsens as time marches on. In the meantime, over 600,000 Amtrak riders that will be affected by the strike wonder what will happen, and as of press time, the strike date had been delayed another week from its scheduled date of October 22, 1997.

YANKEETOWN DOCKS FM'S The short line railroad scene has undergone several changes in the upstate of South Carolina with new, yet old and rare, locomotives, new ownership and new trackage.

The Pickens has been under the ownership of Chattahoochie Locomotive Company as of late and has entered the locomotive rebuilding business. In early 1997, former Yankeetown Dock No.1, an FM H12-44 (see page 3), underwent a major rebuilding, and from May 1997 until the present, it was up and running on the Pickens Railway, as ownership changes on the North Carolina Ports Railway delayed its delivery to the NCPR. On the Pickens, it doesn't run on the original line between Easley and Pickens, S.C., which is still the charge of Baldwin VO6600 No.2, but rather Picken's new lines in the Anderson and Belton, S.C., areas.

Since 1990, the Pickens Railway has operated a separate line from Belton Junction south toward Honea Path, S.C., to a feed and fertilizer facility and a paper products plant. Another Baldwin, former Youngstown Sheet & Tube DS44-750 No.5, was purchased to handle this traffic. The Pickens has trackage rights on Norfolk Southern from Belton Junction west to Anderson, approximately nine miles, to interchange with NS. A major change occurred when the Pickens purchased from CSX about five miles of track south from Anderson. CSX has operated this detached line with a switcher by coming over the same NS trackage that the Pickens had rights on from Belton Junction, where it also connected to the CSX (former Piedmont & Northern) line from Greenville. When the Pickens took over this line, it recruited a Cummins repowered Alco S2 (ex-South Orient Railroad No.1, exx-Texas Central No.1, nee-HB&T No.16) as its No.6 to switch south of Anderson, and it used FM No.1, lettered as PICK 1 in YDC colors, to handle the tonnage over NS trackage.

Even though the FM is lettered for Pickens on the cab, it is owned by the N.C. Ports and as of mid-October 1997, was awaiting delivery to them. The future is uncertain for Baldwin No.5, and one of its fates may be being turned into a slug for Alco No.6. At Pickens, FM former-YDC No.2 is being repaired while former YDC No.3 (ex-YDC No.4, nee-Thunderbird Collieries No.1) and Tennessee Valley Authority No.22 are sitting on blocks for parts.

The Pickens recently purchased the former P&N line from Belton Junction to Anderson from NS and along with it, service to a wood chip mill just east of Anderson. Currently, Alco No.6 runs south of Anderson five days per week to several large industries. The FM will bring cars from the fertilizer facility, TriCounty fertilizer, the paper products plant and Tenneco on the Honea Path Division, along with cars from CSX at Belton Junction into Anderson where around noon it will meet with the No.6 and exchange cars. The NS local from Seneca comes into town earlier in the morning — ANTHONY FERNANDEZ.

C&O 614's TRIALS AND TRIUMPHS Another series of NJ Transit fantrips with Chesapeake & Ohio Greenbrier 614 pulling high speed excursions over the old Erie main line to Port Jervis, N.Y., got off to a rocky start with a pair of "plain vanilla" GP40 protection engines pulling the train as the steam engine sat idle in the shop at Hoboken, N.J.

The problems began with two trips scheduled for the weekend of October 4-5, 1997 which were to kick off a series of six round trips between Hoboken and Port Jervis. The 614's appearance on the the first two trips was cancelled when the right rear tire on the trailing truck exhibited a protruding loose metal shim— potentially loosening the tire on the wheel. The rear axle on the 614's trailer truck is equipped with gears for the booster engine and cannot be easily replaced for wheel-turning; thus the wheels have steel tires like the main driving wheels. The 614's crew caught the problem in time to fix it before a road failure, but the trips had to be powered by NJ Transit GP40s.

The work on the trailing truck was done in expert fashion over the following week on the drop pit at NJ Transit's Meadows Maintenance Complex by high-tech union employees more accustomed to working on m.u. cars than 1948 Lima hardware, and the 614 was ready to go the next weekend, October 11-12. But the glory was short-lived. Because of the booster wheel problem, the piston rings which had been replaced over the summer had not been test run and broken in properly, and a set failed on Saturday, sidelining the 614 at Campbell Hall, N.Y., as once again the GP40 "protection engines" picked up the slack. On Sunday, the 614 was on the point, but the train was being powered by the GP40s behind the tender. The 614 did little more than boil water and blow the whistle.

With another week for proper maintenance, the 614 was back 100% for the final weekend of flawless trips — and a seventh trip was approved by NJ Transit for November 1 as a make-up for those passengers who paid for a steam trip and got a commuter train ride. In the end, NJ Transit was pleased with the way the 614 crew dealt professionally with their unexpected mechanical difficulties.

THE DIXIE LINE LIVES ON! The Walking Horse & Eastern Railroad of Shelbyville, Tennessee, initiated passenger service on July 5, 1997, over its seven-mile line between Shelbyville and Wartrace, Tennessee with a former Cincinnati, New Orleans & Texas Pacific NW2 numbered 1585 on the WH&E. The line was built in 1852 by the Nashville & Chattanooga Railroad (later the Nashville, Chattanooga & St. Louis Railway), and has been owned by the Bedford County Railroad Authority since 1985 when Seaboard System no longer needed the light-duty branch line and spun it off. Tourist service with a passenger engine began on September 27, 1997, utilizing an ex-Milwaukee Road FP7 which began in passenger service on the Milwaukee as No. 90A in 1950. In the late 1960s it was part of a number of FP7s that were sent into freight service, and it was then during that period that it was renumbered to 60A. The FP7, acquired by the WH&E from the Sequatchie Valley Railroad (No.600), is painted in a loose rendition of the NC&St.L's blue and gray livery. Interestingly, this paint scheme is very similar to that of the Wabash and Frisco, all three of which were designed by Harry Bockewicz of EMD's influential Styling Section — STEVEN R. FREER.

CAROLINA PIEDMONT SW1 No.2 The Greenville & Northern, long held by the Pinsly Company, was sold to RailTex earlier this year. It is now a subdivision of nearby Carolina Piedmont, which is itself a division of the South Carolina Central. The GRN motive power presently consists of two SW1s — Nos.1 and 2 — along with GP8 No.704. When RailTex took over, it purchased No.1 and 704 from Pinsly and also purchased an additional SW1 from Industrial Metal Processing, a scrap yard served by the GRN in Berea, S.C., which it numbered "2" (see page 66). As IMP No.63, it wore the black, orange and white colors of its former owner Hercules Powder. The locomotive was originally Delaware, Lackawanna & Western 428, built in 1940, and later Erie-Lackawanna 350.

In August 1997, Nos.1 and 2 were given a complete maintenance overhaul and repaint by Blue Ridge Steel, a company that is now operating out of the former Republic Locomotive shop in Greenville. (At the present, Blue Ridge Steel is performing contract warranty work for GE on NS and CSX Dash-9s that have been experiencing piston trouble.)

The SW1s have been repainted blue and orange with CAROLINA PIEDMONT lettering on the sides of the hood along with GRN's nickname, "The Swamp Rabbit Route" on the front of the sandbox. The 704 is scheduled to join the SW1s on the CPDR in Laurens, South Carolina. Since the CPDR stub-ends and has no connection to any other railroad in Greenville, the location of the GRN's connection to NS and CSX, the locomotive must be routed 60 miles around through Spartanburg, even though the CPDR and GRN are only four land-locked miles apart near Greenville! — ANTHONY FERNANDEZ.

CARROLL COUNTY RAIL RS3 603 The Elderberry Line has a gaggle of 244-powered RS3s powering their passenger trains in eastern Ohio. The excursions are three-hour, family-oriented weekend trips and run on Wheeling & Lake Erie trackage between Carrollton and Minerva, Ohio, using Ohi-Rail crews. For more information on the Carrollton-Oneida-Minerva Railroad contact them at 800/956-4684 or 330/627-2282.

KODACHROME: BILL LANG

CONWAY SCENIC GP7 573 (ex-Springfield Terminal 27, nee-Maine Central 573) is currently on lease to the CSRR. The Geep, stored by ST since March 15, 1996, arrived on July 1, 1996, and was seen at North Conway, N.H., on August 30, 1997. The 573 was the last steam-boiler-equipped MEC unit.

KODACHROME: STEPHANE ERIC BISSON

NORTHERN VERMONT RAILROAD GP35s 510 and 511 were seen at Newport, Vermont, yard (**below**) in charge of a three-car inspection train that was touring the IronRoad's newly acquired NVRR. Trackage between Newport, Vt., and Farnham, Quebec, was recently acquired from CP Rail.

THE DIXIE LINE LIVES ON in the form of Walking Horse & Eastern FP7 806 (**right**). The former Milwaukee Road (ex-90A, nee-60A) cab displays livery similar to that of the NC&StL on September 27 for its inaugural run. See RAILNEWS.

KODACHROME: JOSEPH F. POWERS

CARROLL COUNTY RAIL RS3 603 has been lettered for the Carrollton-Oneida-Minerva Railroad. The ex-VTR, nee-D&H "tub" (**below**) was charging out of Carrollton toward Minerva on August 9 on W&LE track. See RAILNEWS.

KODACHROME: DAVID BAER

G&W's Willamette Valley Short

A BLACK WIDOW GEEP . . . a Nickel Plate Alco . . . classic heavyweight passenger cars . . . vermillion red cabooses . . . billboard rolling stock . . . steam train demonstrations . . . the railroad's general manager doubling as engineer. Sound a little unusual?

Not for two short line railroads in Oregon owned by Genesee & Wyoming Industries, Incorporated. The Willamette & Pacific and sister Portland & Western call such occurrences more normal than unusual. Operating in Oregon's Willamette Valley, they have dedication to customer service as a priority and consider themselves the retailer for the region's class one railroads. They operate 434 miles of low density lines serving over 135 customers. Aggressive marketing, seriously lacking for many years, is creating a noticeable change in local rail activity. People who never considered themselves railfans have even noticed the increased activity.

Willamette & Pacific

The Willamette & Pacific (WPRR), with its head offices in Albany, Oregon, began operations in February 1993. They operate seven days a week over 180 miles of low density branch lines leased for 20 years from the Southern Pacific. The lease also contains built-in renewal options.

The SP's carloading count on these lines had dropped off to 28,900 annually before the WPRR took over. Improved service policies and marketing strategies were immediately implemented, and three years later (1996), carloading increased to 39,322. The system covers five separate divisions which take in the communities of Albany, Newberg, McMinnville, Willamina, Corvallis, Dawson and Toledo.

WPRR West Side District

The West Side District covers 78.6 miles between Monroe and Newberg. Originally built in 1908 by the Corvallis & Alsea River Railroad, this trackage was sold to the Portland, Eugene & Eastern Railway in 1911. Later in 1915, the Southern Pacific acquired the line with thoughts of expanding commuter services between Portland and Eugene. During World War I, it became part of their Red Electric interurban system but never extended all the way into Eugene.

Captive to the West Side District at V&S Junction north of Independence is an isolated section of the Willamette Valley Railway (WVR). Lacking common carrier status at this location, a short section of track is all that remains of the 40-mile Valley & Siletz Railroad. Also remaining is a privately owned two-stall locomotive maintenance shop and the company offices of the WVR.

Since the WPRR takeover, there have been continuous problems with the track between Independence and McMinnville. Seventy-five pound rail on old roadbed

THE McMINNVILLE HAULER was arriving at Newburg in March 1997 with three GP39-2s on the West Side District. At Newburg the train is handed off to the Portland & Western. As a tribute to the employees of the parent road of the lines operated by the Willamette & Pacific, GP9E 1801 (**below**) was painted into the SP "Black Widow" livery. It was handling the Corvalis Switcher on the branch between Alpine Junction and Dawson in April 1997.

PHOTOGRAPHY: LARRY CANTRALL

Lines

by Larry Cantrall

was contributing to an average of one derailment per quarter. Obligated by their lease, the WPRR recently completed a $3½ million upgrade to continuous welded rail on this section. This has greatly increased speed and service on many other parts of both systems.

WPRR Toledo District

The Toledo District is a 74.7-mile section that begins in Albany and heads westward through Corvallis into the coastal mountain range and on to Toledo, a few miles short of the Pacific Ocean. The Willamette Valley & Coast Railroad originally started this line as a narrow gauge in the 1870s. Plagued by financial problems, the Oregon Pacific Railroad was created in 1880 to operate and control the original railroad. The line was changed to standard gauge and began construction in the 1880s. The Oregon Pacific gained full ownership in 1886 but was taken over in 1897 by the Corvallis & Eastern Railroad. The SP ultimately took over the line in 1907.

WPRR Bailey District

Starting from Alpine Junction, just north of Monroe, and running 6.9 miles west into Dawson is the Bailey District. The noteworthy feature in this district is the Hull-Oakes Lumber Company in Dawson, thought to be the last steam-operated sawmill in North America, which has operated since 1939 and remained a continuously active shipper. The SP's attempts to close this district in the past had failed because of the mill.

Since the line dead-ends at Hull-Oakes with no run-around track, WPRR locals back into Dawson from Alpine Junction to service the mill. Railfans who miss the cabooses reminisce a little if they visit here. The WPRR tags a transfer caboose behind the local switcher, and the conductor relocates to the caboose with his radio to keep an eye on the tracks while backing into Dawson.

Dallas and Willamina Districts

Another short district is the Dallas District. Starting at Gerlinger, midpoint on the West Side Line, it runs 4.9 miles west into Dallas, ending at the plywood mill located there. This facility was the original mill that ultimately grew into Willamette Industries, a nationally recognized forest products company.

The last district in the WPRR is the Willamina District. Starting at Whiteson, near the north end of the West Side Line, it runs 18.7 miles southwest into Sheridan and Willamina. This district started operations in the late 1800s, and like many other branch lines, several different railroads operated and added to this district until the SP gained overall control in 1913.

At Willamina, the WPRR line connects to the 5.2-mile Hampton Railway, which is part of the G&W system. Previously owned by the Willamina & Grande Ronde Railroad, the defunct line was purchased by the Hampton Lumber Company in July 1995, and the WPRR and Hampton arranged an "as needed" operational agreement.

Grades and lack thereof

Most of the WPRR system is relatively flat with all grades generally 1% or less. Even though there is a 2.2% on the Bailey District, the ruling grade is a 2-to- 2.5% slope between Nashville and Summit in the Toledo District. Engineers working the district say it pulls hard due to the sharp curves on the 5.2-mile grade needed to cover the 1.9 mile straight line distance between these two points.

Several power combinations have had a go at the hill between Nashville and Summit over the years. In the steam days, 4-4-0s were first on the hill and gave way to SP 2900-series 4-8-0s. Steam gave way to diesel when SP Baldwin DRS6-4-1500s 5200-5202 were assigned to the division. The hill was the last place Oregon-based SP covered wagon units were seen in the late 1960s and early 1970s. Big SD45s were also tried in the 1970s without success from excessive track wear. The standard SP diesel power eventually became SD9s, often up to nine at a time. The WPRR is currently using their GP39-2s throughout this district.

Interchange and traffic

All connections are made with the recently merged Union Pacific-Southern Pacific. The WPRR has trackage rights on 40 miles of UP/SP main line between Albany and Eugene. Ninety percent of the interchange between the lines is made in Eugene. Occasionally it's necessary to make interchange in Albany, but this is not a normal operational practice. It's also possible to make connections with the UP/SP at Brooklyn Yard in Portland via connections with Portland & Western in Newberg.

The WPRR's traffic base includes in descending order: linerboard (brown paper for cardboard boxes), scrap iron/steel, newsprint, woodchips, lumber, rebar, scrap paper and other smaller quantity commodities. Customers include Georgia/Pacific, Cascade Steel, Smurfit Newsprint, Willamette Industries, Purina Mills and Hull-Oakes Lumber Company.

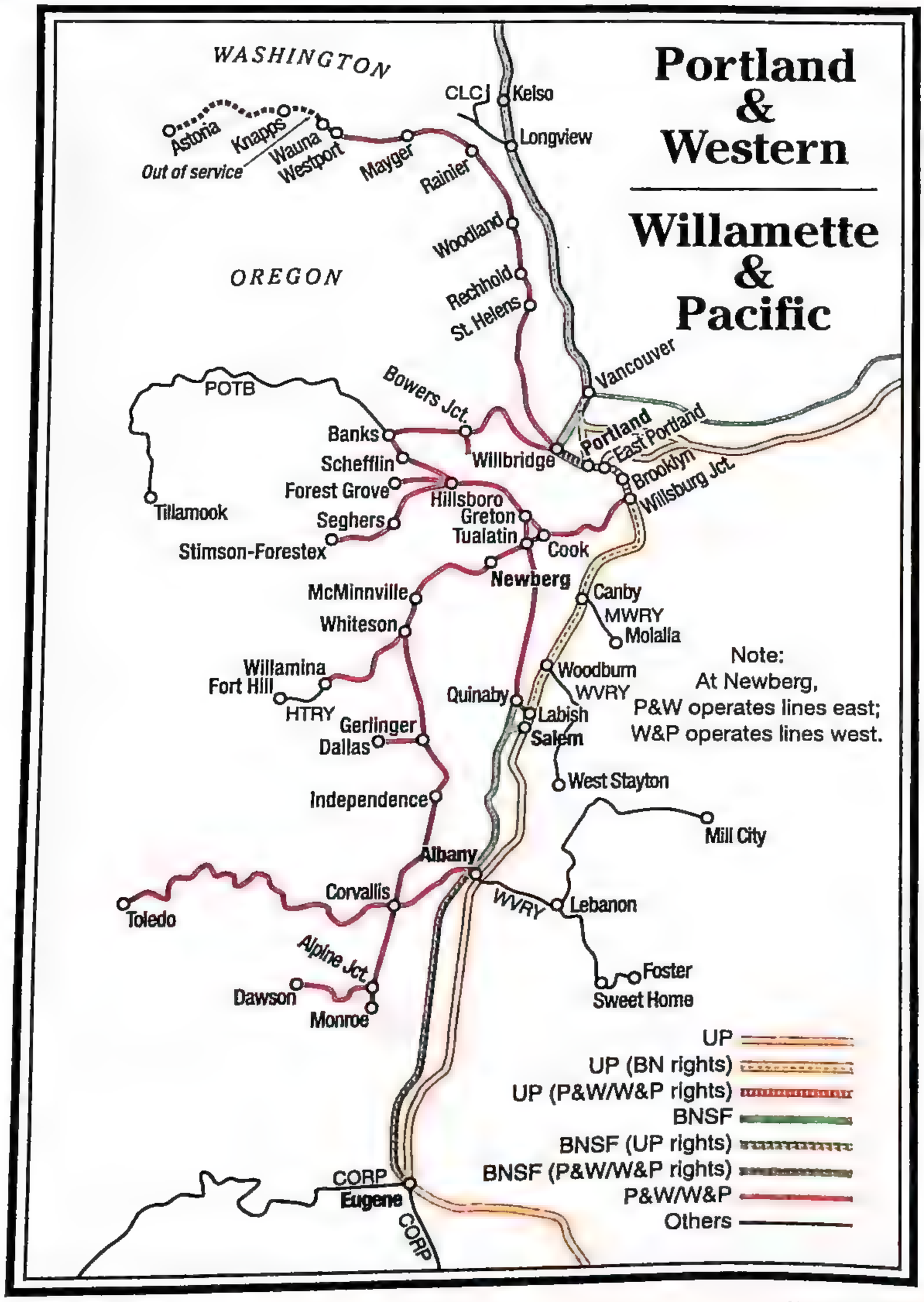
Following the WPRR

Like any short line, train schedules have a habit of changing to meet the needs of the customer. For the railfan wanting to watch the WPRR, become familiar with the anticipated schedules and be ready for a change. The WPRR currently originates nine different operational activities a day.

Perhaps the most interesting place in the system for the railfan is a visit to the yard in Albany. Affectionately called "the museum" by various employees, it's where you can easily observe from public areas some of the various equipment mentioned in the opening of this story. Don't forget, Albany is on the busy UP/SP main line, and Amtrak's *Coast Starlight* stops daily.

The Portland & Western

Oregon's newest short line is the Portland & Western (PNWR). The first 52 miles of low density track they



acquired were acquired on the same type of 20-year lease the WPRR negotiated with the SP. These feeder lines were the last ones of this type owned and operated in Oregon by the SP. The rest have been abandoned and/or sold or leased to other short lines.

The completion of this agreement left the SP with only its main line in Oregon, which runs south from Brooklyn Yard in Portland to Eugene, where it previously split into two separate mains that ran south into California. Today the UP/SP Cascade main line runs through Klamath Falls, while the Siskiyou Line via Roseburg and Medford is operated by RailTex as the Central Oregon & Pacific.

The PNWR started operations in August 1995 of leased SP lines that connect Milwaukie, Lake Oswego, Tigard, Beaverton, Hillsboro, Sherwood and Newberg with the UP/SP Brooklyn Yard in Portland. The PNWR broke those lines into three districts.

The West Side District has 15.5 miles of trackage running from Newberg northeast to Cook as a continuation of the WPRR West Side District from

THE FORMER SOUTHERN PACIFIC YARD in Albany is the operating headquarters for the Willamette & Pacific. Three GP39-2s were there on a dreary day in December 1995. The McMinnville Hauler was crossing the Villa Street trestle **(opposite)** in Newburg in December 1995 with three GP39-2s still in their Santa Fe blue warbonnet livery with WPRR lettering.

Operating Schedules

Albany:

7:00 a.m. Daily — **Albany-Eugene Hauler**
Sometimes originating in Asbahr, connecting train with the SP yard in Eugene

Noon Daily — **Toledo Hauler #75**
Departs Albany around 12:20 p.m. for Toledo with set-outs at Corvallis Junction. Returns as #76 from Toledo with pick-ups at Larson

7:00 p.m. Daily — **Albany Switcher**
Works Albany yard building the Westsider and #75. Spots local industry. Sometimes takes #76 connections into Eugene.

Corvallis:

7:00 a.m. Monday-Friday — **Corvallis Switcher**
M-W-F operates towards Independence
Tu-Thur operates towards Monroe and Dawson
Every day operates to Flynn, sometimes goes to Wren; handles the traffic from #75 and sets out for #76.

McMinnville:

6:30 a.m. Daily — **McMinnville Switcher**
Can run from Newberg to Amity doing switching.
M-W-F switches Dallas with engine kept in Gerlinger

1:00 p.m. Monday-Friday — **Willamina Turn**
McMinnville to Willamina and return; picks up and sets out at Whiteson

9:00 p.m. Daily — **Westsider**
Handles all PNWR and northern half of WPRR traffic for Eugene.
Does local work at McCoy, Wellsdale and Lewisburg
Returns to McMinnville setting out at Gerlinger and Whiteson

Toledo:

8:00 a.m. Daily — **Toledo Switcher**
Principally assigned to Georgia-Pacific mill duty

7:00 p.m. Daily — **Toledo Switcher**
Night assignment of the same daily operation

McMinnville:

8:30 a.m. Daily — **McMinnville Hauler**
Makes connection with Westsider and continues to Tigard area. Sometimes will operate to St. Marys. Picks up and sets out at Cascade Steel and St. Joseph and at Newburg for Smurfit. Handles local business between Cook and Newburg. In Tigard area sets out and picks up PNWR traffic and sets out any Portland (Brooklyn Yard) traffic. Returns with PNWR West Side traffic.

St. Marys:

6:00 a.m. Monday-Friday — **Oregon Electric Local**
Switches St. Marys area before departing for Greton. Handles all Tigard to Quinaby local work. Usually picks up and leaves outbound traffic at Tigard Junction. Returns to St. Marys, sometimes with light traffic.

8:00 a.m. Sat., **8:30 a.m.** Mon., **9:00 a.m.** Tue.-Fri. — **Hillsboro Switcher**
Provides local service on the Seghers, Forest Grove and United Railways districts as needed.

5:30 p.m. Daily — **Brooklyn Hauler**
Handles SP/UP and BNSF connecting traffic to Portland Brooklyn Yard. Picks up and sets out as needed at Tigard Crossover. Handles local Lake Oswego work.

9:00 p.m. Daily — **Beaverton Switcher**
Does all switching between Bryant and St. Marys, including Beaverton and Cook industrial parks.

St. Helens:

10:00 a.m. Daily — **Astoria Turn**
Does all local switching between St. helens and Wauna. Picks up and sets out traffic to and from Willbridge.

Linton:

5:00 a.m. Daily — **St. Helens Turn**
Does all switching between Willbridge and St. Helens. Picks up and sets out traffic for Astoria Turn at St. Helens.

THE TUALATIN RIVER TRESTLE feels the weight of the McMinnville hauler on the West Side District in August 1996 with GP39-2 2301 in the lead. The WPRR and PNWR have numerous bridges and timber trestles that present excellent opportunities for photos.

Monroe. This section was closed earlier by the SP because of a weak link in the first trestle east of Springbrook. PNWR crews quickly completed a high priority repair job on the trestle and reopened the line on September 15, 1995.

The Tillamook District is part of the old SP Tillamook Branch. The PNWR has 28.4 miles of the branch from the Harrison Street crossing in Milwaukie to Schefflin via Beaverton, St. Marys and Hillsboro. Their access into Brooklyn Yard is accomplished with trackage rights from the Harrison Street crossing into the yard. This district also connects at Schefflin with the rest of the SP Tillamook Branch that is currently leased by the Port of Tillamook Bay Railroad.

The remaining part of the SP package was named the Seghers District. Running 12.4 miles westward from Hillsboro through Cornelius, it terminates at the Stimson-Forestex sawmill near Gaston. This line used to continue from Seghers on through Gaston, Carlton and Yamhill into McMinnville. The SP closed the line in 1980 between Seghers and St. Joseph/McMinnville and tore up the tracks sometime after 1985.

Expansion in 1995

In October 1995 the PNWR completed lease negotiations with Burlington Northern Santa Fe for an additional 53 miles of trackage. Two of the districts were isolated sections of the old Oregon Electric Railway that the BNSF was accessing with trackage rights from the SP and later with the PNWR after they took over SP operations in August.

The largest district acquired in this lease is the Oregon Electric District. Originating at Greton, it runs 32 miles south to Quinaby, five miles north of the state capital, Salem. The line was originally opened in January 1908. The major engineering accomplishment on this line is the bridge over the Willamette River, south of Wilsonville, that crosses a valley using 2,612 feet of trestle-work with three 810-foot trusses crossing the water course.

The second district is a 5.4-mile section between Hillsboro and Forest Grove, which became PNWR's Forest Grove District. This Oregon Electric route is all that remains of the old Forest Grove branch that originated in Gardenhome late in 1908 and ran through Beaverton and Orenco on its way into Hillsboro.

An additional 11.8-mile section of orphaned BNSF trackage between Banks and Bendemeer was also leased. Identified as the United Railways District, it was originally part of the old United Railways. Access is provided by trackage rights between Schefflin and Banks from the Port of Tillamook Bay Railroad.

In June 1997 the PNWR announced that it had purchased the Astoria District from BNSF and took over operations in July. The purchase totaled 91.7 miles of track starting at Willbridge in northwest Portland and ends in Tongue Point, three miles east of Astoria. At one time, this line served as a feeder from Astoria to Portland for the Spokane, Portland & Seattle Railway. The five miles between Tongue Point and Astoria currently belongs to the City of Astoria, which it obtained through a donation from BNSF.

There have been no operations on the Astoria line west of Wauna since February 1996 when a major slide, 800 to 1000 feet long and up to 25 feet deep, covered the line at Brownsmeade. Since traffic had seriously declined, BNSF decided not to clear the line for operations, and current estimates run up to $2.5 million to clear the slide.

PNWR's goal is to clear the slide and restore rail service into Astoria, but before that happens, they need some guarantees. A commitment for long term traffic that offsets the bill for clearing the tracks and an operating agreement with the City of Astoria to operate on the trackage it owns needs to be in place before restoration of service into Astoria will be considered.

Just as with the WPRR, most of the PNWR system is relatively flat with average 1% grades. The old ruling grade was 2% between Sherwood and Newberg on the West Side District over Rex Hill. It will be replaced by a 2.3% westward grade between Burlington and the Cornelius Tunnel in the United Railways District when repairs are completed and that line re-opens.

PNWR connections

Connections to the Class One railroads depend on which district generated the carload. Lease agreements state that the UP/SP and BNSF retain their individual

Willamette & Pacific Locomotive Roster

Effective 10/97

WPRR No.	Model	Notes
101	Slug	NS/N&W 9728, rebuilt 11/86 from GP18 945
102	Slug	NS/N&W 9738, rebuilt 10/87 from GP18 956
1501 (PNWR)	SD7e	SP 5280 to 2701 to 1401 to 1530
1551	SW1500	HB&T 50 to G&W 47. Assigned to Toledo mill
1801	GP9e	SP 5830 to 3693 to 3855. Black Widow livery
1802	GP9e	SP 5669 to 3502 to 3434 to L&D 1752. Retired 1995
1803	GP9e	SP 5738 to 3579 to 3790 L&D 1752.
1851 (PNWR)	SD9e	SP 5360 to 3819 to 4326.
1852 (PNWR)	SD9e	SP 5438 to 3916 to 4397.
1853 (PNWR)	SD7M	SP 5288 to 2709 to 1409 to 1532. Home chopped nose
2301-2317	GP39-2	ATSF 3600-3616, built 7-8/74.
3001	GP40	NS/N&W 1377. GP40s and slugs not yet on property
3002	GP40	NS/N&W 1382. GP40s and slugs not yet on property
1201-1204	SW1200M	P&S SW9s 1866/232, 1774/233, 1851/235 and 1949/237 respectively.
DLM 324	RSD5	Utah 306, painted NKP, leased from Doyle McCormack.

ROSTER DATA courtesy Ken Ardinger

exclusive markets. This arrangement has the traffic currently breaking down to 35% BNSF and 65% UP/SP on leased sections.

An exception exists in the Astoria District. Although PNWR will work closely with BNSF marketing, UP has gained some "line rate-making authority" through an existing agreement they got with the SP merger. Connections with both of the larger railroads are made at either the UP/SP Brooklyn yard or the BNSF Willbridge Yard.

The PNWR also connects with two other railroads. At Newberg, it links up with its sister WPRR, and on Tuesday and Thursday the state-owned Port of Tillamook Bay Railroad sets out and picks up traffic in Hillsboro. This railroad provides service over the western part of the old SP Tillamook Branch between Hillsboro and Tillamook. Sometime in the future, the connecting point maybe moved to Banks. The UP/SP maintains this traffic as an exclusive market.

The traffic base for the PNWR differs from its sister line. The forecasted commodity mix includes lumber, steel, grain, petroleum products, chemicals, auto parts, woodchips, salt, fertilizer, gypsum products, plastics, gas and smaller quantities of things such as wine, hops for beer and frozen foods. Customers along the line include Stimpson Lumber, General Motors, James River, Port of St. Helens, Del Mesh Farms, Pacific Plastic Pipe, Flavorland Foods Steinfeld, Coastal Chemical, Arco and Henningeon Cold Storage.

Train watching on the PNWR is not any easier than the WPRR — familiarize yourself with the anticipated schedule and be ready for changes. Remember, the schedules are only guidelines and will change depending on customer needs for the day.

According to Anthony Mogytych, general manager of the PNWR, the number one priority for the new line is to "increase the freight traffic" and be consistent. In its first year of operations, the PNWR handled 11,374 carloads, about 1000 more than projected. First quarter figures in 1997 show a 20% increase over the same period in 1996. Businesses that had abandoned the railroads as a means of shipping their products have started returning as new customers.

THE NOSE WAS CHOPPED on P&W SD7M 1853 (**top**), fresh from rebuild at the Albany shop. A less attractive paint job adorned SD9e 1852 (**above**) on the West Side District at McCoy; this unit will also become PNWR. A high nose and P&W lettering made SD9e 1851 an impressive sight (**below**) at a crossing in St. Marys. All three photos were December 1995.

THE ALBANY SHOP can handle extensive locomotive maintenance and rebuilding and is a real economic benefit to the railroad. Doyle McCormack's Nickel Plate livery ex-Utah Railway Alco RSD5 **(below)** sees occasional service on the W&P system. Black Widow Geep 1801 **(opposite)** was working the Hull-Oakes Lumber facility on the end of the Bailey branch in April 1997.

Rolling stock

Seventeen of the WPRR's 29 locomotives are former Santa Fe GP39-2s. Built in October 1974, Santa Fe 3600-3616 were acquired by the WPRR in June 1993 and renumbered WPRR 2301-2317. They arrived in Santa Fe's blue and yellow "Warbonnet" scheme and were pressed into service, relettered and renumbered as time permitted. Currently they are finding their way, one by one, to the paint shop and being repainted into standard Genesee & Wyoming black and orange. When a unit returns from the paint shop, it gets the name of one of the on-line communities added to the cab.

The rest of the roster is mostly older ex-SP SD and GP units, with GP9e's 1802-3 comiing from G&W subsidiary Louisiana & Delta. Included on the roster is an Alco RSD5 leased from Doyle McCormick's Daylight Locomotive & Machine Works. The Alco was originally Utah Railway 306 and now runs as DLM 324 with a Nickel Plate paint job. It can occasionally be seen working somewhere on the system.

One popular unit went into service in November 1993 as WPRR 1801. This GP9, formerly SP 5830 and SP 3855, was painted in the SP "Black Widow" livery at the Brooklyn roundhouse. The feeling was that painting the Geep in this manner was a tribute to the parent road and former-SP employees who came over. Although it can show up anywhere on either the WPRR or PNWR systems, railfans normally can find it on the West Side District working the Corvallis Switcher assignment.

Four EMD SW1200m units were added to the roster from the Pittsburg & Shawmut, which was recently taken over by the G&W. WPRR management convinced Genesee that the upgraded SW9s were needed for the additional business in the Willamette Valley.

The PNWR leases all its locomotive power from the WPRR. Currently, three ex-SP units and SW1200M 1202 are lettered for the PNWR. The 1851 and 1852 are SD9s, while 1853 is an SD7, which the SP had bumped up to 1750 horsepower. The WPRR shops chopped the nose and lowered the floor on the SD7 before sending it to the paint shop.

The WPRR maintains a freight car roster primarily for intra-system movements. The roster roughly breaks down as follows: 68 gondolas leased from Greenbrier, twelve hoppers, seven flat cars, 15 gondola/chip cars (ten leased from Greenbrier), 31 gondolas leased from Helm and five cabooses, along with several work train cars and heavyweight passenger cars.

The four flat-sided gondola/chip cars the railroad owns are attention getters, as they bring back the concept of the billboard freight car. Three of these cars have been painted to advertise the University of Oregon, Oregon State University and law enforcement's DARE program. The Boy Scouts of America are currently attempting to obtain the necessary funding for painting the fourth car

Shop facilities

The WPRR provides a service that most short line operations do not have. They own and operate a full service, 13,600-square-foot shop facility in Albany that staffs two shifts per day. Opened in May 1994, the yard facility was constructed at a cost of $730,000. The shop has two tracks running full length with doors at either end. One track is equipped with a drop table capable of allowing removal of wheelsets and the coinciding traction motors. Each track has an illuminated concrete inspection trench between the rails. Overhead, a 20-ton overhead crane travels the full length of the facility, and there is a 50-inch wheel lathe for assorted jobs.

As well as doing the work on its own equipment, the WPRR shop contracts maintenance and repair work from other rail companies including the Central Oregon & Pacific, Willamette Valley Railroad, Morrison-Knudsen and the locomotive owned and operated by Smurfit Newsprint in Newberg. According to Bruce Carswell, manager of motive power & equipment, the facility enhances operations, and the contract work produces revenue for the railroad.

Very little work gets farmed out, although paint jobs are currently being done by Coast Engine & Equipment Co. in Tacoma, Washington. The only other type of job that would be farmed out is diesel engine work involving splitting the block and/or pan. Straight engine changes can be performed on site.

Future options

Future operational plans are a continuing process at the Albany corporate offices.

The biggest news in recent history was the UP/SP merger in 1996. When completed, it will open up ten new states for a bigger marketing base for WPRR and PNWR customers. Both roads also hope to become a "switch carrier" for UP traffic. Traditionally, the UP has moved goods into Portland and then trucked them to customers served outside its reach in the Willamette Valley.

The merger will also give both roads direct access to traffic in and out of the Portland Waterfront, specifically Terminals Four, Five and Six, which are served exclusively by the UP. One source of local traffic could include agricultural products such as wheat, hay, hazel nuts and grass seed. Commodities like these have annually been trucked to the Portland waterfront for export to international markets.

This all looks "promising" to Bob Melbo and the rest of management. Once the labor agreements are negotiated and the UP fully integrates the SP into its system, the Willamette Valley roads anticipate a substantial increase in business.

The BNSF still has some low density branches available in the Salem/Eugene area that have become isolated from their system. Their only access is trackage rights from both the WPRR and UP/SP. WPRR management believes it's costing BNSF more than it's making to continue operation of these former Oregon Electric lines. They further believe they can take over operation of these lines and potentially show 30% increases in four years.

Additionally, taking over the BNSF line between Albany and Eugene would relieve traffic on the UP/SP main line that the WPRR currently has trackage rights over for connections in Eugene. This relief would not only benefit the UP/SP but also not interfere with the persistent talk of high speed passenger service over the UP/SP main line.

Negotiations are progressing with BNSF for purchase of all lines currently leased by the PNWR. Included in this package is the rest of the United Railways District between Bowers Junction and Burlington. After repairing a fire-damaged bridge in this section, PNWR plans on opening the route back up for easier access its isolated Astoria District and the BNSF Hoyt Yard in Portland.

Looking into the crystal ball for the 21st Century can be tricky. Bob Melbo feels that the best situation for northwest Oregon is to work towards getting "all low density lines into one system." Both railroads are very interested in pursuing the short haul freight business by offering quick reaction to customer needs and good customer service. They feel that having one system in operation would allow them the opportunity to obtain additional business and relieve truck traffic off the highways.

Commuter service?

When he was employed by SP, Melbo never supported their abandonment of the Seghers branch between Seghers and St. Joseph. Since the original right-of-way is still in place and owned by UP/SP, he feels it might be sensible to relay the track and re-open it for freight service. The movement of freight trains over Rex Hill for access to McMinnville is expensive. Less locomotive power would be needed for movements over the relatively flat Seghers/St. Joseph route. The problem is money. Simply put, current freight density isn't high enough to justify the over $500,000 per mile construction cost of replacement. That doesn't, however, mean the plan is dead on arrival. There is an increasing interest in Pacific Northwest metropolitan areas in mass transit and commuter trains, and Melbo likes considering the options available for commuter service.

The WPRR/PNWR have remained willing to assist in idea developments on all options brought to their attention. Both railroads would be happy to operate any commuter service sponsored by a political agency as long as it can mix with already existing freight traffic.

The main problem with any commuter service is making sure it doesn't get into Amtrak's protected territory. Ideas have been plentiful. If you consider relaying the trackage between Seghers and St. Joseph, then continuous loop commuter service becomes possible. In this scenario, the Rex Hill trackage comes into the picture.

Other popular options have centered around running commuter feeders from outlying areas via existing rail systems served by the WPRR and PNWR and/or the Seghers/St. Joseph route. These commuters could feed government-run light rail transit malls near PNWR tracks in Hillsboro and Beaverton which in turn access major employment areas in the Portland Metropolitan area.

Railfans can also note that the visit SP *Daylight* 4-8-4 4449 made to the lines for a steam train demonstration in October 1995 was considered an overall success. Sources inside say there is the possibility of a return visit from 4449 or a privately operated excursion service in the future. Railroad management has stated that it is willing to look at all proposals on a case to case basis.

Short line railroading *is* alive and well in northwest Oregon. These lines see high visibility, continued growth and expanded roles in their communities. Their visions for the future are positive.

Three Below at Monero

THE NARROW gauge San Juan Extension of the Denver & Rio Grande Western to Durango, Colorado, west of Chama, New Mexico, was still in use during the mid-1960s. Here the once-a-week westbound train of drilling supplies, pipe and general merchandise requires the attention of plow-faced K36 No. 489 and K37 No. 497. Both Mikes work to maintain a hurried pace in the waning light at the west end of Monero Canyon. The northern New Mexico sheepmen have set out feed and pause now to take stock of the train's passage before heading back to Lumberton, the heater on in the flame-painted Ford pickup.

Artwork and commentary by Ted Rose

The Last Decade of Illinois Central

by Cliff Downey

BY 1950 IT WAS OBVIOUS that diesel locomotives would eventually replace steam on American railroads. Passenger diesels and switchers had proven themselves in the 1930s, and the EMC FT freight unit had helped muscle America through the Second World War. Already steam builders Alco, Baldwin and Lima were producing only diesels, and newcomers Electro-Motive and Fairbanks-Morse had their books overflowing with orders from railroads big and small wanting to take advantage of the proven economic benefits promised by the diesel.

On the Illinois Central Railroad, however, management's enthusiasm for the diesel could hardly be described as overwhelming. Less than 100 diesels were on the roster in 1950, and most of them were switchers purchased to comply with anti-smoke ordinances in Chicago. The railroad also owned a handful of E-units for the streamliners but not a single diesel road freight unit.

With the IC possessing both a modernized steam fleet and an unlimited supply of high quality coal from Kentucky and Illinois, President Wayne A. Johnston reportedly boasted that "the IC would not dieselize its freight service for a long time, if ever."

Passenger locomotives in 1950

On June 1, 1950, the IC owned a total of 1166 steam locomotives and 89 diesels, which were distributed across nine divisions and four terminal districts. As on most railroads, the most visible diesels were those in main line passenger service. Four E6A's (4001-4004), 14 E7A's (4000, 4005-4017) and four E7B's (4100-4103), a total of 22 units, were responsible for hauling the streamlined *City of Miami*, *City of New Orleans* and the flagship *Panama Limited*, as well as the handful of trains still running from Chicago west to Iowa. After E6A 4000 debuted in 1940 in a green and orange "bow wave" paint scheme for the *City of Miami*, EMD artists created the E-units' attractive chocolate brown and orange livery, first applied to E6A 4001 in 1941. The prototype E6A, 4000, was traded in to EMD in 1947 and replaced with an E7A of the same number.

It is ironic that the steam-devoted IC was a true pioneer in internal combustion passenger trains. The E-units followed in the footsteps of the famed *Green Diamond*, built in 1936 as the IC's first diesel streamliner. Constructed jointly by Pullman-Standard and EMC, the five-car articulated train operated between Chicago and St. Louis for eleven years. In 1947 the train was renamed *Miss-Lou* for service between New Orleans and Jackson, Miss., and was retired in 1950. Prior to the *Green Diamond*, the IC had purchased 14 "doodlebugs" from AC&F, Brill, GE and McKeen between 1907 and 1941 (all retired by 1950) and in 1926 had electrified its Chicago-area commuter service.

There were plenty of steam-powered passenger trains remaining, however. Eleven 1100-class Pacifics and 32 2300/2400-class Mountains were assigned to pull secondary trains, as well as the Fulton-Louisville and Carbondale-St. Louis connections for the *City of New Orleans* and *Panama Limited*.

All IC branch line passenger trains had been discontinued by 1950, but IC steam could be found pulling passenger trains of two other railroads. The New York Central "Big Four" trains between Chicago, Indianapolis and Cincinnati moved over the IC from Chicago south to Kankakee, Ill., using IC crews and locomotives. Down in the bayous, Missouri Pacific trains from Houston travelled over the IC from Baton Rouge to New Orleans. Oil-burning Pacifics 1130 and 1131 were assigned to these trains (see **page 45**).

Switchers in 1950

For yard and transfer service, the IC used steam locomotives of several different wheel arrangements. With over 100 of each, 0-6-0s and 0-8-0s were the most numerous switchers. Eleven of the 0-6-0s had been rebuilt from 2-6-0s, while 57 of the 0-8-0s had been rebuilt from 2-8-0s and 2-8-2s. Other switchers included 50 0-8-2s, which had been created

KODACHROME. MONTY L. POWELL / DON BALL COLLECTION

Steam

KODACHROME MONTY L. POWELL DON BALL COLLECTION

EKTACHROME JIM BOYD

THE FUTURE AND THE PAST coexisted for a decade on the Illinois Central. Toward the end of that period, on October 17, 1958, the soon-to-become-famous 2613 (**left**) was just another grimy 4-8-2, sharing the Centralia engine terminal with 0-8-0 3528 and GP9s 9109 and 9118. By that time, colorful E-units like E7A 4007 (**above**, on the eastbound *Land O' Corn* at Rockford, Ill., in July 1966) had taken over all passenger service, along with some boiler-equipped Geeps. The IC's mostnotable steam locomotives were the 20 Paducah-built 2600-class 4-8-2s; the 2600 herself (**below**) was southbound on coal empties at Kankakee, Ill., on October 29, 1954.

at the Paducah Shops by removing the lead truck from pre-World War I Baldwin Mikes, and seven 0-10-0s, five of which had been rebuilt from ex-Alabama & Vicksburg 2-10-2s. Paducah also created 15 2-10-0s by attaching 2-8-2 boilers to modified 2-10-2 frames.

There was little variety to be found among the IC's diesel switchers. After experimenting in 1929-'30 with GE/Ingersoll-Rand boxcabs and a trio of massive transfer units from GE and EMC and eight Alco HH600s in the mid-1930s, the IC standardized on EMD switchers beginning in December 1939 with an NW2 and three SW1s. In fact, a General Electric 44-tonner bought in 1947 was the only non-EMD locomotive purchased new by the IC between 1936 and 1967!

Along with the 44-tonner number 9275, the IC's diesel switcher fleet in mid-1950 included the eight Alco HH600s (9006-9013) and 52 EMDs: 17 copies each of SW1s (9014-9030) and NW2s (9150-9166), 14 SW7s (9300-9309 and 9400-9403) and eight cow-calf sets (TR1 9250-9251A/B, TR 9203-9205A/B and TR2 9206-9208A/B), with 14 more 1200-h.p. SW7s on order (9310-9319 and 9400-9403). Most yard goats were assigned to downtown Chicago. An HH600 and SW7 were also rostered by subsidiary Chicago & Illinois Western. The only other cities assigned diesel switchers in 1950 were Louisville, Memphis, Waterloo, New Orleans, Baton Rouge and Robinson, Illinois (on the Effingham-Indianapolis line).

Steam on freight in 1950

Although diesel switchers were busy assembling freight trains on certain parts of the system, the IC in mid-1950 still relied

THE DOUBLE TRACK COAL CHUTES on the main line at Gillman, Ill., was a favorite spot for photographers; on July 15, 1954, the 2526 (**right**) with a water canteen was accelerating northward past southbound coal empties. Down on the Kentucky Division, "Central" type 2742 (**below**), a rebuilt 2-10-2, was bringing a loaded coal train into Paducah on July 24, 1957. In evidence almost everywhere on the IC were the standard 0-8-0s like the 3521 (**opposite bottom**) at Fulton, Ky., on June 3, 1955; in the background is "Lima" type 8019, one of the low-drivered 2-8-4s based on the 1925 prototype Lima "Berkshire" demonstrator A-1, which the IC then purchased as 7050 and later renumbered 8049.

entirely on steam to move freight over the main, secondary and branch lines. Husky 2-10-2s and 4-8-2s seemed to get the most attention from railfan photographers, but 2-8-2s were the true workhorse of the IC fleet. Over 400 Mikados were in service system-wide in all types of freight service. Of the 76 heavy 2500/2600 series Mountains, all but two were assigned to an inter-division pool from Chicago south to East St. Louis and North Cairo.

Also hauling freight were 28 dual-service 2300/2400-series 4-8-2s, which had been bumped from passenger service by E-units. The 2700-series modernized 2-10-2s were assigned to the Kentucky, Mississippi and St. Louis divisions, while the Paducah-built 2800-class 2-10-2s were on the Iowa Division. The 8000-class 2-8-4s were working between Memphis and Bluford, Illinois, and between Paducah and Louisville. They were known on the IC as "Limas," not Berkshires, even though the former-7000-class was based the Lima 2-8-4s that gave the wheel arrangement its name after testing on the Boston & Albany and even included the very first 2-8-4 ever built, Lima A-1, which became IC 7048/8049. With only 63½-inch drivers, the early-design 2-8-4s were regarded essentially as "big Mikados" were no match in speed for the 70-inch drivered IC 4-8-2s or modern Nickel Plate 2-8-4s. The 8000s were the first IC "big engines" to be retired.

On the branch lines, freight was being hauled by 2-8-2s and surprisingly effective rebuilt low-drivered 4-6-2s, as well as a handful of ancient 2-6-0s and 2-8-0s and modernized 900-series heavy 2-8-0s.

The Paducah Shops

For routine daily maintenance and light repairs, these iron horses visited one of the IC's many roundhouses, but heavy repairs and major overhauls were done almost exclusively at the Paducah Shops, which had opened in 1927. The achievements of the talented craftsmen at Paducah Shops during the steam era is remarkable. From 1937 to 1944, virtually the entire IC steam fleet was modernized and upgraded at Paducah. Massive Lima-built USRA-copy heavy 2-10-2s (2901-3025) which had formerly been suited only for drag service, were transformed with upgraded running gear into 2700-series speedsters that matched favorably to diesels on competing railroads.

But the most notable use of the 2900s was in providing the boilers for a series of 56

THREE KODACHROMES: DON BALL COLLECTION

"new" 4-8-2s: the famous 2500s. These locomotives were essentially 2-10-2 boilers set atop new one-piece cast frames from General Steel Castings in Granite City, Illinois. The resulting 70-inch-drivered Mountains were perfectly tailored for fast freight service. And what of the left-over 2-10-2 parts like cylinders and frames? Take Mikado boilers and cut down a 2900 frame for four drivers and you get a big-cylindered super 2-8-2 to number in the 2100 series, or lop off the trailer truck and create a 2-10-0 for transfer service.

Most Paducah-rebuilt steamers didn't go through a change in wheel arrangement, but all got upgraded boilers and gained more Tractive Effort and greater efficiency. *The* Paducah trademark was the squared-off sandbox that appeared on virtually all rebuilt locomotives.

In addition to *re*-building locomotives, Paducah also constructed "from scratch" 20 new 2600-class Mountains in 1942-'43, which were the heaviest 4-8-2s ever built. The 2600s had new 275 p.s.i. boilers applied to the same GSC cast underframes (with slightly smaller cylinders than the 2500s) to produce a "super" Mountain with 83,000 pounds of Tractive Effort (the world's most powerful 4-8-4, the N&W J, topped out at only 80,000 pounds!). The 2600s were instantly recognizable by their huge six-wheel-truck 22,000-gallon tenders.

Although the 2600s gained the most fame, Paducah actually created 20 new 2800-series 2-10-2s by applying new 2600-style 275- p.s.i. boilers to upgraded 2-10-2 running gear — yielding an incredible 104,322-pound Tractive Effort. Paducah also rebuilt eleven 2400-series passenger Mountains into 2300s with new 275-p.s.i. boilers. Over a hundred ancient steamers were scrapped between 1937 and 1944, yet total tractive effort of the steam fleet rose nearly 30% during this time.

In contrast to many other backshops, in 1950 Paducah was still busy rebuilding steam Throughout the year, new one-piece 28″×30″ cylinders were placed under 15 2-8-2s (from 1946 to 1953, 103 Mikes were rebuilt in this manner and renumbered 1500-1602), and the boiler pressure was raised on 22 4-8-2s.

Continuing a project begun in the late 1940s, several 2400-class Mountains were fitted with tenders from retired 8000-series 2-8-4s. The arrival of E-units had bumped most of the 2400s from passenger to freight service, and the big twelve-wheel tenders used behind the 2-8-4s were useful in extending the distance between water and fuel stops.

The Paducah tank shop also was building auxiliary water cars for use behind the 4-8-2s, 2-10-2s and some 2-8-2s. Between 1941 and 1954, over 100 of these "canteens" were either built new or converted from older tenders.

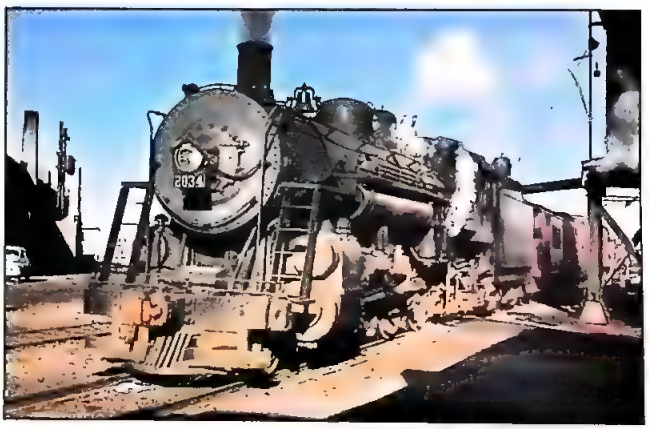
Dieselization's slow beginning

Whether intentional or not, 1950 proved to be the year that the IC aggressively began moving towards dieselization. The IC purchased

KODACHROME WALLACE HENDERSON

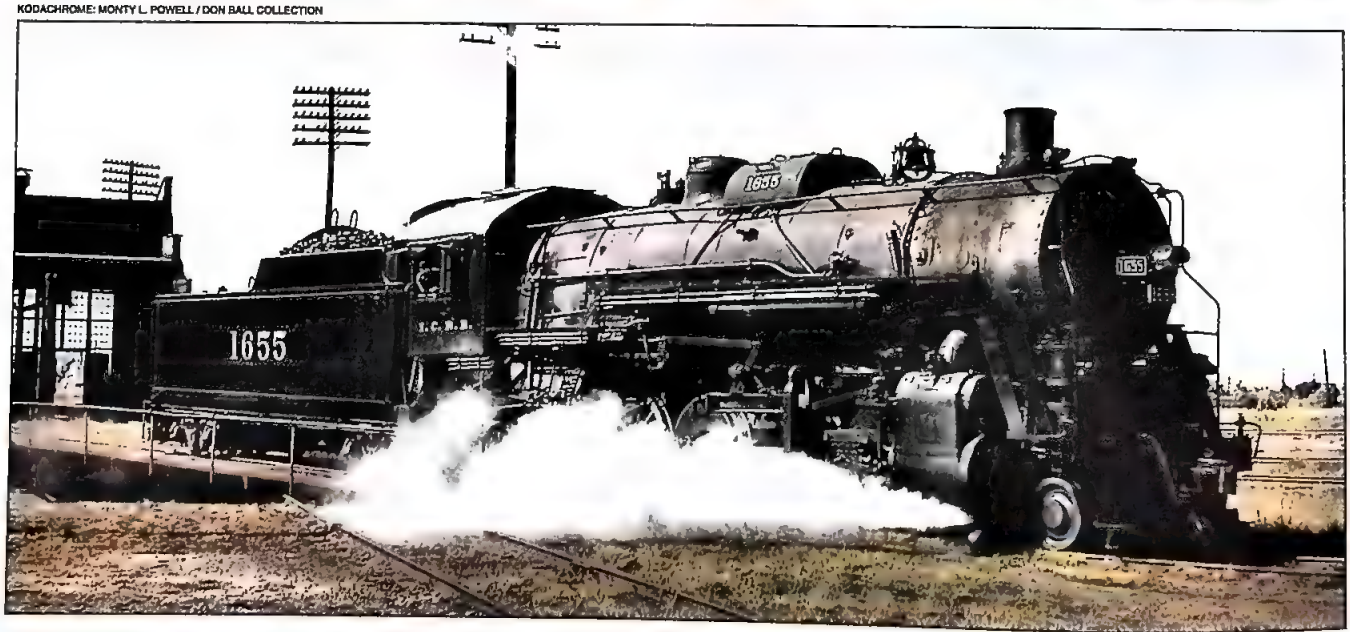
IT'S MARCH 26, 1960, as 2-10-2 2807 gallops through Kuttawa, Kentucky, during the very last days of IC steam — the following month the IC logged only 170 miles of road service with steam, and the task begun in November 1950 with GP7 8950 (**below**, at Mendota, Ill., on February 9, 1964) was completed. During the 1940s the IC converted many passenger Pacifics into low-drivered 4-6-2s for use on branch lines, replacing ancient smaller power. A typical and long-lasting example was the 2034 (**below**) shown on the Kankakee-Minonk local at Pontiac, Ill., on February 14, 1957. Also working out of Kankakee was 2-8-2 1655 (**bottom**), which was at the roundhouse on August 15, 1956.

EKTACHROME; JIM BOYD



KODACHROME MONTY L. POWELL / DON BALL COLLECTION

KODACHROME; MONTY L. POWELL / DON BALL COLLECTION



more diesels that year — 50 SW7s (9300-9319, 9400-9429), four E8A's (4019-4021) and two GP7s (8900, 8950) — than during any previous year of the company's history. The SW7s displaced aging 0-6-0s at several locations, and the E8A's bumped more passenger Mountains into freight service.

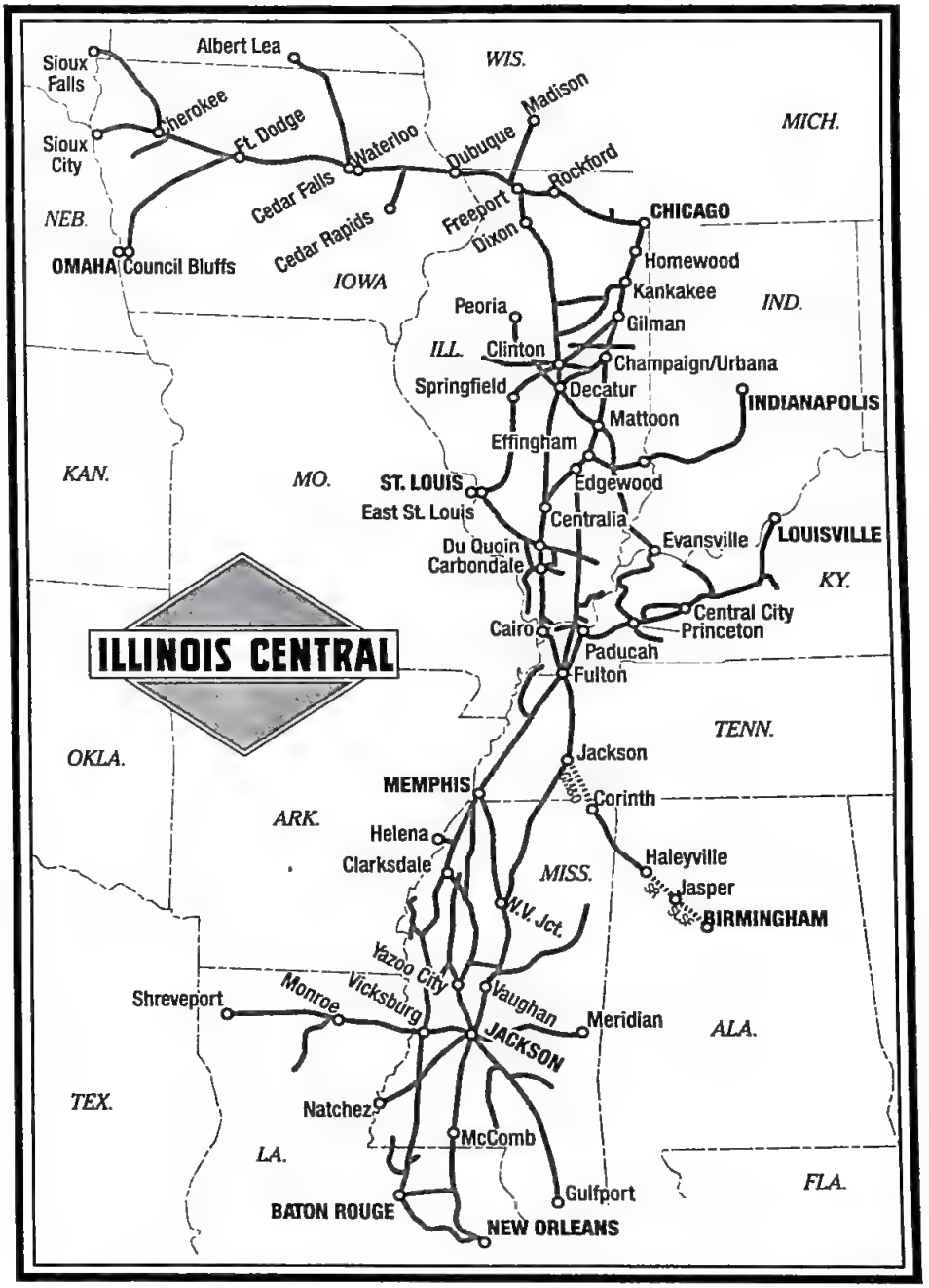
With the GP7s, the IC acquired its first diesel road-switchers. The 8900 was equipped with a steam generator for Chicago-area passenger service, while the 8950 was assigned to the Louisiana Division — thus the 8950 became the first diesel purchased specifically for road freight service on the IC. All IC Geeps were set up short-hood-forward.

Slowly the trickle of diesels turned into a flood. A total of 44 diesels — 35 SW9s (9430-9464), two SW1s (9031-9032), four E8A's (4022-4025) and three GP7s (8901, 8951, 8952) — were purchased in 1951 at a cost of $5,148,250, and at least 45 diesels were purchased each year thereafter until 1959. The decision to purchase only EMD locomotives had been made in the late 1940s after IC management studied the reliability, as well as the maintenance and repair costs of locomotives from the different builders. Although this decision, as well as the Plain Jane black paint scheme, did produce a roster that many railfans would call "boring," the IC succeeded in keeping maintenance and repair costs to a minimum. The IC was also spared the hassle and expense of maintaining "orphan" locomotives whose builder was no longer in business.

Along with the LaGrange products, four "new" 0-8-0s joined the roster in 1951. These were owned by the Chicago & Illinois Western, an industrial switching railroad in Chicago which was majority owned by Commonwealth Edison and operated by the IC. Although numbered separately from IC equipment, since the 1920s the C&IW's locomotives and cars were built to IC specifications. C&IW 801-804 were identical to the IC's 3500-series 0-8-0s. After being made surplus in 1950-'51 by three new SW7s and an SW9 (101-104, all painted black but with C&IW initials on the cab), the four 0-8-0s were purchased by the IC and renumbered 3570-3573.

The purchase of the C&IW 0-8-0s was rather unusual, for by the early 1950s the IC was aggressively replacing steam switchers with diesels. A company report in 1951 revealed that the IC was saving $4.15 per engine hour by using diesels rather than steam switchers. Not surprisingly, of the 50 diesels purchased in 1952, 35 were SW9s (9449-9484) — along with six E8A's (4026-4031), two E8B's (4104-4105) and seven GP7s (passenger 8800 and freight 8850-8851 with dual controls and freight 8953-8957 with conventional single control stands). By 1953, diesel switchers were assigned to each of the IC's divisions and terminal districts and by 1956 accounted for 82% of the switch engine-hours as reported to the ICC.

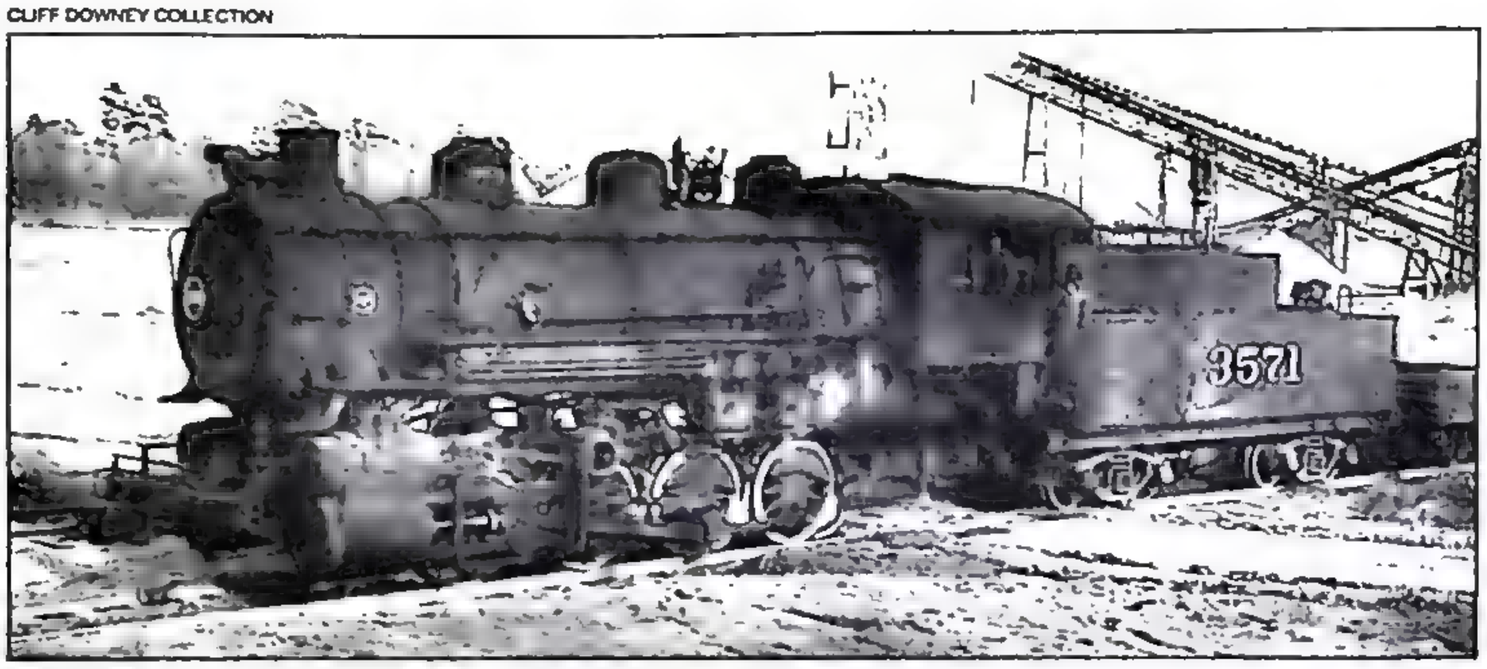
The IC was much less active in purchasing diesels for road freight service. EMD GP7 demonstrator 300 had toured the southern half of the IC in late 1950 and convinced railroad management of the power and versatility of



JOHN KRAUSE

THE FIRST PRODUCTION MODEL DIESELS acquired by the IC after a series of "one of a kind" experimentals were eight Alco HH660s in 1935. The 9010 was switching the Chicago Railroad Fair trackage in 1948. The HH660s were all retired and cut up at Paducah in 1951.

CLIFF DOWNEY COLLECTION



CHICAGO & WESTERN INDIANA 802 became IC 3571 in 1951and was sold in 1957 to the Traxler Gravel Co. of Crystal Springs, Miss., where it was photographed in operation on December 30, 1963. After being preserved, the engine was ultimatley scrapped in 1989.

diesel road-switchers. While other roads had begun to dieselize freight service with FT cab units even before the end of the Second World War, this delay in turning to a freight diesel spared the IC the concept of freight "covered wagons" and permitted it to jump right into hood units — and they were all of one manufacturer (the other steam hold-out, Norfolk & Western, also skipped the covered wagon era but split its initial road switcher orders between EMD Geeps and Alco RS11s). By late 1953, a total of 48 GP7s were on the IC property, with 14 equipped with steam generators for passenger service (8800-8801, 8900-8911). The Geeps were initially assigned to the Vicksburg, Springfield and Iowa divisions, as well as the Chicago Terminal.

Arrival of the GP7s had an immediate impact on the IC's steam fleet. The upgrading of 2-8-2s with new cylinders slowed considerably in mid-1952 and ended completely in early 1953, although the Paducah Shop continued doing routine overhauls on all classes of steam. Across the system, dead lines of stored steam slowly increased in length as the Geeps were delivered. Nearly 150 steam locomotives were scrapped in 1952 and 1953, including 54 Mikados and 29 Pacifics. The IC's fleet of 4-8-2s and 2-10-2s remained intact during these two years, but the number of steam switchers was trimmed from 252 to 172.

Steam generator-equipped GP7s took over IC's dwindling secondary passenger service, resulting in the retirement of nearly all of the 1100-class Pacifics.

Geeps or something bigger?

The success of the GP7s seems to have prompted IC management into planning for full-scale dieselization. However, since several of the 1500-h.p. Geeps were required to replace a single 2-10-2 or 4-8-2 on any given train, the Mechanical Department scouted around for a more powerful locomotive. They found it in the Fairbanks-Morse H24-66 "Train Master," which at 2400 h.p. was the most powerful single-unit diesel locomotive available at that time. In late 1953 a pair of Train Master demonstrators was borrowed for several weeks of testing. The power and pulling ability of the H24-66 impressed IC management, but no order was placed, reportedly due to IC's concerns about corporate feuding within F-M. As a result, the Train Master missed out on the opportunity to perform for what might have been its most influential customer — and the IC made an all-out commitment to four-motor power that would last more than a decade.

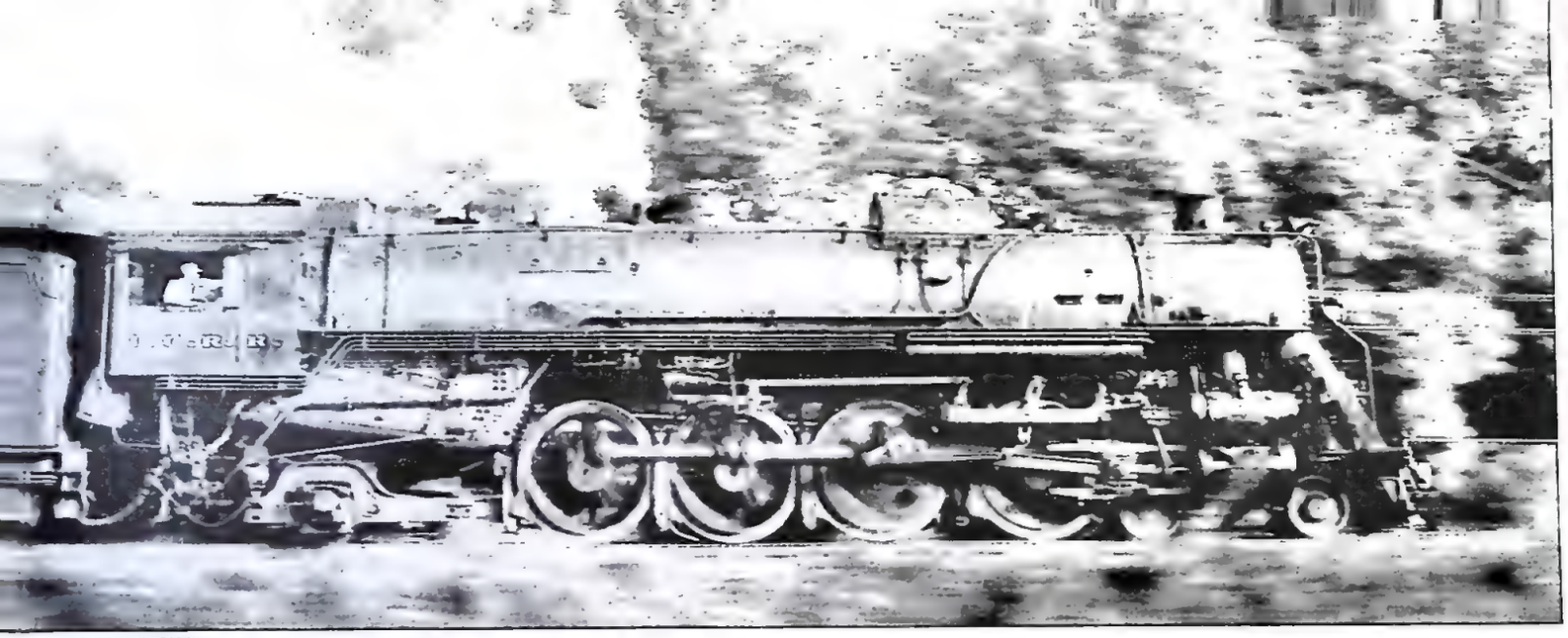
GP9s flood the roster

After the H24-66 tests, IC decided to complete dieselization with GP9s, which in late 1953 had succeeded the GP7 in EMD's catalog. The folks at LaGrange must have been pleased with this decision, for on January 1, 1954, the IC still had 847 steam engines which needed to be replaced (256 diesels were also on the roster). During the first half 1954 48 GP9s (9000-9047) and three E9A's

Illinois Central Steam: 1950-1960

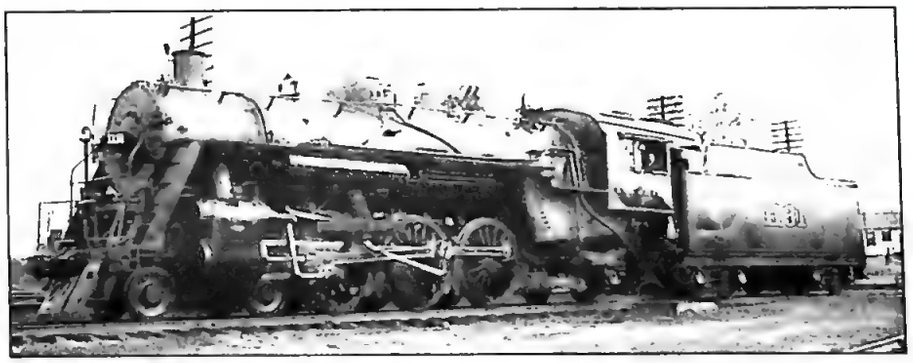
Number	Type	Driver	B.P.	T.E.	Notes
3286	0-4-0T	48½"	135	15,500	Memphis shop switcher, ICRR 1888
3287-3295	0-6-0T	51-56½"	165-200	—	Various shop switchers, 1893-1912
210-341	0-6-0	51"	185-230	38,220	Cooke, Brooks, Pitts, Alco 1912-18
357, 360	0-6-0	53½"	215	40,194	Brooks 1900, Pitts 1901 Rebuilt from 2-6-0
3301-3330	0-8-0	53½"	220	43,160	Rebuilt 1937-42 from 2-8-0
3400-3413	0-8-0	61"	235	50,844	Rebuilt 1937-44 from 2-8-0
3487-3499	0-8-0	55"	220	46,076	Rebuilt 1937-42 from 2-8-2
3500-3569	0-8-0	53"	190	56,500	Baldwin 1921-27, Lima 1929
3570-3573	0-8-0	53"	190	56,500	Ex-C&IW 801-804, Acq. 1950-51
3600-3601	0-10-0	58"	220	92,855	Baldwin 1922, 1924 Ex-A&V 430, 431
3602-3606	0-10-0	55"	225	68,374	Baldwin 1922 Rebuilt ex-A&V 2-10-2
401-484	2-6-0	56½"	165	24,500	Six engines, Rogers/Brooks 1892-96
3705-3715	2-6-0	53½"	215	42,500	Four engines, Brooks, Pitt, BLW 1911-14
700-769	2-8-0	57½"	200	32,240	Rogers and Schenectady 1902-03
790-793	2-8-0-	51"	190	42,000	Cooke 1903; Ex-Chicago Union Transfer
900-911	2-8-0	62"	235	70,460	Baldwin 1909-11 Paducah rebuilt
980, 988	2-8-0	63"	200	41,500	Baldwin 1911 Non-rebuilt
1000-1002	4-6-2	68"	220	52,052	Rebuilt VS&P 380, 381, A&V 480
1130-1131	4-6-2	73½"	210	45,000	Oil burners, BLW 1924
1135-1198	4-6-2	75½"	215	45,816	Scenectady, Brooks 1916-20
2031-2098	4-6-2	61"	215	48,683	Rebuilt 1031-1135 for freight service
2099	4-6-2	61"	215	65,520	Rebuilt from 2-6-2 1001 1907, rebuilt 1/48
8000-8049	2-8-4	63½"	265	77,578	Orig. 7000-50, Lima 1926. 8049 Lima A-1
2499	4-6-4	73½"	265	58,000	Rebuilt as #1, rebuilt from 2-8-4 7038
2199	2-8-2	63½"	225	68,330	Rebuilt with frame from 2-8-4 7038
3766-3797	2-8-2	63½"	210	56,000	Rebuilt from 2-8-0s from 1916-23t
3962, 3969	2-8-2	57"	220	62,097	BLW 1916, 1920, Rebuilt ex-VS&P
Mikados 1501-2017 delivered 1911-23 by BLW, Lima and Alco used for Paducah rebuilds					
1200-1499	2-8-2	63½"	225	65,868	Modernized Re# 1633-1699 after 1950
1530-1599	2-8-2	63½"	225	75,000	Modernized Pad. bigger cylinders
1800-1820	2-8-2	63½"	225	70,837	Modernized Formerly 1500-1520
1600-1628	2-8-2	63½"	175	51,230	Modernized Re# 1750-1769 in 1951
1700-1745	2-8-2	63½"	185	54,158	Modernized
2100-2140	2-8-2	64½"	225	74,078	Rebuilt with 2-10-2 frames and cylinders
3650-3699	0-8-2	62"	225	72,551	Rebuilt 2-8-2s, 1941-42
3610-3624	2-10-0	61½"	225	89,560	Rebuilt 2-8-2 boiler on 2-10-2 frame
USRA-copy Heavy 2-10-2s 2901-3025 built by Lima 1921-23 used for Paducah rebuilds					
2700-2746	2-10-2	64½"	240	91,088	Rebuilt 2900s, Lima 1920-23
2750	2-10-2	64½"	260	98,678	Rebuilt 2997 with booster, 11/43
2800-2819	2-10-2	64½"	275	104,322	New boilers on 2900 frames, 1943-45
2300-2307	4-8-2	73"	275	69,813	Alco 1923-26, Rebuilt with new boilers
2350-2351	4-8-2	70"	275	73,303	Lima 1925, Alco 1926; New boilers
2400-2459	4-8-2	73½"	230	58,389	Alco 1923-26, Lima 1926
2500-2555	4-8-2	70"	225-240	73,768	Ex-2-10-2s rebuit with new cast frames
2600-2619	4-8-2	70"	275	78,450	Built new at Paducah 1942-43

Compiled by Jim Boyd from RAILROAD Magazine May / June 1951 and R&LHS *Railroad History* #140.



DON BALL COLLECTION

BEFORE THE DIESELS ARRIVED the ICRR's passenger service was handled mostly by 1100-class Pacifics and sixty 73Z\x-inch-drivered Montains like the 2448, shown here in a grand pacing pan shot of unidentified time or locatin from the Don Ball collection. The 2448, with a modernized main driver, survived in freight service until 1960. The 1131(**below**), shown at Baton Rouge, La., on March 29, 1948, is typical of the modernized passenger Pacifics but is very unusual in one aspect: it was one of only two oil-burners on the entire ICRR.



GERALD CARSON COLLECTION

(4034-4036) were delivered, with another 20 GP9s (9049-9067) arriving in December. Most of the early GP9s were assigned to the Iowa, Springfield and Mississippi divisions, which were targeted for early dieselization due to the cost and inconvenience of transporting locomotive fuel from the western Kentucky and southern Illinois coalfields.

During 1954, a total of 133 steamers were dropped from the roster, and 57 were scrapped (many of those cut up in 1954 had been retired several years earlier, while most of the ones retired in 1954 were stored for several years before finally being scrapped). Also, 67 2-8-2s were renumbered 1633-1699 to clear the 1200-1300 series for SW7s and SW9s which, in turn, were being renumbered to clear the 9000 number series for new Geeps.

The pace of dieselization quickened considerably during 1955. Sixty-two diesels were purchased that year — all freight GP9s (9068-9129), and by year's end, diesels were moving half of the IC's freight. The September 1, 1955, assignment sheet listed 638 steam engines, of which 185 were out of service. There were 384 diesels on the roster. The East St. Louis Terminal was completely dieselized, while the Iowa, Springfield, Mississippi, Vicksburg and Louisiana divisions, as well as the Chicago, Memphis and New Orleans terminals, were each assigned fewer than 15 steam locomotives each. A significant amount of locomotive reshuffling occurred as GP9s replaced diesel switchers in several cities and these switchers were then reassigned to other cities to replace 0-6-0s and 0-8-0s. The GP9s also bumped the 2800-class 2-10-2s from the Iowa to the Kentucky and St. Louis divisions.

Throughout 1955, the IC retired 208 steamers, undoubtedly the highest yearly total in the company's history. Along with the final 35 8000-series 2-8-4s, 107 Mikados were dropped from the roster. In years past, it had been common to keep retired steamers in storage for several months, or even years, should traffic rise dramatically. With the end of the steam era quickly approaching, however, IC management saw little need for this practice, and now most locomotives were scrapped soon after being retired. Over 200 were scrapped during 1955, mostly 2-8-2s and 2-8-4s, but also several 2-8-0s, 4-6-2s and even a pair of 2400-class 4-8-2s. The scrapping torches were especially active in May and June, when 103 steam locomotives were dismantled.

FABIAN BACHRACH, ICRR

WAYNE A. JOHNSTON,
the ICRR's legendary president.

The flood of diesels continued during 1956, when 67 GP9s (9130-9196) arrived and were spread across the system. By year's end, the Vicksburg, Iowa and Springfield divisions were completely dieselized. Diesels were handling nearly all through freight moving between Chicago and Memphis, in contrast to the previous year when it was handled almost exclusively by 2500/2600-class 4-8-2s (most of the 4-8-2s were subsequently sent to the Kentucky and St. Louis divisions). South of Memphis, through freight to New Orleans was still moving behind 2-8-2s and 4-8-2s. Three E9A's (4037-4039) and two E9B's (4106-4107) were also purchased in 1956 to replace a handful of worn-out E7A's and E6A 4004.

Even though steam was still abundant in 1956 (over 400 steam locomotives were on the roster at mid-year), IC management was already looking to the day when the fleet would be 100% diesel. Speaking to the New York Society of Security Analysts on June 11, 1956, President Johnston stated that the IC planned to complete dieselization sometime in 1958. In his speech, Johnston said that

JIM BOYD

diesels were already pulling two-thirds of all freight tonnage, as well as all passenger trains except for two trains slated for discontinuance. These were Numbers 103-104, the last two passenger trains linking Louisville and Fulton, Kentucky. Since the early 1950s the IC had been trying to drop these trains and held off purchasing new diesels to replace the 2400-class 4-8-2s normally assigned. Following lengthy court fights, the trains were discontinued on January 29, 1957, and the regular use of steam on IC passenger trains came to an end. Steam passenger trains returned briefly to the Kentucky Division during the summer and fall of 1957 when several troop trains were moved between Louisville and Fort Knox behind 2-10-2s and 4-8-2s. Also, on October 27, 1957, Mountain 2452 pulled an excursion from Louisville to Central City — and not a single diesel was to be spotted by excursionists during their tour of the Central City roundhouse!

Creating the Waterloo Railroad

Around the same time that the use of steam on IC passenger trains came to an end, the IC became directly involved with dieselization efforts on the Waterloo, Cedar Falls & Northern Railway, an Iowa interurban commonly called the "Cedar Valley Road." The line had been purchased in early 1956 by the IC and Rock Island and renamed the Waterloo Railroad. Three new SW900s (1-3) arrived in mid-1957 to replace the WCF&N's electric freight motors (a fourth SW900, former EMD demonstrator 6535, was purchased in 1958). Intercity passenger service on the WCF&N ended on February 19, 1956, but local service at Waterloo survived until July 31, 1958.

Steam strongholds

As diesels took over all across the IC system, two divisions remained as strongholds for steam. The October 1, 1957, locomotive assignment sheet listed 314 steamers, of which 156 were assigned to the Kentucky Division and 56 to the St. Louis Division. Not surprisingly, most coal mines served by the IC were located on these two divisions. Since coal accounted for over one-third of the IC's traffic, management was mindful of mine operators' reactions to dieselization. Also, the close proximity of Paducah Shops eliminated the need to ferry locomotives long distances.

These steam strongholds did not continue for long, however. During 1957 a total of 105 GP9s (9197-9257 and 9300-9343) were delivered. Most of these units were used to completely dieselize the locomotive pools responsible for moving through freight between Chicago and New Orleans, but about two dozen found their way onto the Kentucky and St. Louis divisions. Three more E9A's (4040-4042) and two E9B's (4108-4109) came along in 1957, and by the end of that year, all remaining 2300/2400-class 4-8-2s were in storage, along with most of the local freight 4-6-2s and 2500/2600 4-8-2s. More big steam went in storage in early 1958 following the delivery of 26 new GP9s (9344-9369).

Complete dieselization of the IC did not

Illinois Central Diesels 1929-1960

Numbers	Model	Built	Notes
121	EMC 1200 h.p.	3/36	Pullman-built cab for *Green Diamond*
4000	E6A	10/40	Retired 5/47
4001-4004	E6A	11-12/41	4004 retired 5/54
4000 (2nd)	E7A	8/47	Renumbered 4004 (2nd) 7/54
4005-4017	E7A	9/46-6/48	
4100-4103	E7B	9/46-6/48	
4018-4033	E8A	6/50-4/53	
4104-4105	E8B	5/54	
4034-4042	E9A	4/54-12/57	Final E9A 4043 acquired 5/61
4106-4109	E9B	9/56-10/57	
9000-9005	GE/IR Boxcab	3/29-2/30	All scrapped during 1950
9006-9013	Alco HH660	6/35	All scrapped in 1951
9014-9032	SW1	12/39-8/51	
9150-9166	NW2	12/39-11/45	
9200	GE/IR 1800 h.p.	2/36	C-C Semi-Boxcab, scrapped 6/47
9201 (Orig. 9202)	GE/BS 2000 h.p.	9/35	C-C Semi Boxcab, scrapped 5/47
9202 (Orig. 9201)	EMC/StL 1800 h.p.	5/36	B+B+B+B Transfer, scrapped 8/50
9203A/B-9204A/B	TR/A&B	2-11/40	Re# 1026, 1027 in mid-1956
9205A/B	TR/A&B	11/40	Rebuilt 1954 as 9375, 9335; Re# 1956
9206A/B-9208A/B	TR2/A&B	11/45-12/49	Re# 1028A/B-1030A/B 7/56
9250A/B-9251A/B	TR1/A&B	4-5/41	Re# 1350A/B-1351A/B 7/56
9275	GE 44-ton	11/47	Re# 400 8/56, re# 200 12/59
9400-9429	SW7	4-12/50	
9430-9484	SW9	6/51-6/52	

As GP9s arrived switchers were renumbered to clear series 9000 and up.

8800-8801	GP7	1/52-1/53	Dual Control, Steam Generator
8850-8851	GP7	4-11/52	Dual Controls
8900-8911	GP7	11/50-4/53	Steam Generator
8950	GP7	11/50	IC's first road freight unit
8951-8981	GP7	3/51-4/53	
9000-9257	GP9	4/54-1/57	9042-47, 9200-19 Steam Generators
9300-9389	GP9	12/57-12/58	
9400-9414	GP18	3/60	High nose

occur in 1958, as President Johnston had predicted — but the railroad came close. After 2-10-2 2741 was released on March 12, 1958, the Paducah Shops closed it doors to steam locomotives. In effect, this move was a death warrant for the IC's remaining coal-burners, since any steamer needing major repairs now could only be sent to the scrap track. The number of active IC steamers fell rapidly after this action, as evidenced by the December 1, 1958, assignment sheet, which listed 291 steamers, of which 246 were stored or out of service awaiting repairs.

Those 45 locomotives still in service were all assigned to the northern half of the IC system. On the Illinois Division, a total of three 0-8-0s were assigned to yard service at Champaign and Palestine, and a 2-8-0, 4-6-2 and three 2-8-2s were in branch line service out of Kankakee. A 2-8-2 and 4-8-2 were working south out of Fulton, Ky., and six 4-8-2s, one 2-10-2 and six 2-8-2s were handling extras on the St. Louis Division between Centralia and North Cairo, and eleven 0-8-0s were shuffling cars at Carbondale and Centralia.

The only other division with active steam was the Kentucky, which had one 4-8-2 and 2-10-2 plus three 2-8-2s in road service between Paducah and Central City, along with four 0-8-0s and one 2-10-0 in yard service at Paducah. The 0-6-0 333 was listed as active at Greenville, Mississippi, but it was on lease to a local industry. Elsewhere on the IC, dozens of steamers were "stored serviceable," awaiting a call to service that would never come.

During the closing weeks of 1958, 20 new GP9s (9370-9389) were delivered. Even with the new diesels, the IC needed more power to handle the increased wintertime coal traffic, and in December 1958 at least six more 2-10-2s were recalled to service on the Kentucky Division. One 0-8-0 went back into service at both Central City and Carbondale along with two 2-10-0s at Paducah. The seasonal rush hit its peak in January 1959, when steam engines accumulated 13,507 miles of road freight service (this was just a tiny fraction of the IC's total freight mileage for the month). That figure dropped to 6782 miles in February as traffic declined, and in May 1959, steam locomotives recorded only 368 miles in road freight service. The mileage figure dropped to zero in June 1959, and for the first time in its 108-year history, the Illinois Central Railroad did not have a single steam locomotive in service.

Last gasp of IC steam

Throughout the summer of 1959, no steam operations of any kind took place on the IC. A steel workers strike in mid-July depressed traffic to the point that even some diesels were in storage. It appeared that IC steam had died and would never return.

However, IC steam did return in late 1959, sparked by an unusual request from the Louisville & Nashville Railroad, which no longer had a serviceable steam locomotive. The L&N wished to borrow a steamer for a Louisville to Nashville round trip excursion marking the 100th anniversary of the first passenger train between its namesake cities.

Mountain 2613, which had been stored at Centralia since February 1959, was chosen, and en route to Louisville it stopped by the Paducah Shops for a boiler washout and fresh coat of paint. On a rainy October 24 morning, the 2613 departed Louisville's Union Station with 15 cars and 850 passengers and headed south towards Nashville. That same day, Norfolk & Western 4-8-4 611 departed Roanoke with an excursion billed as 611's last run.

Even though it ran out of coal just shy of Nashville, 2613 performed superbly, and upon returning to Louisville with the excursion, the 2613 pulled a freight train back to Paducah. The big 4-8-2 was originally scheduled to be put back into storage after the L&N venture, but a surge of coal traffic on the Kentucky Division prompted IC officials to instead put 2613 into road service at Paducah beginning October 28.

The following day, 0-8-0 3548 was fired up and put to work at Paducah and was joined there on November 12 by 2-10-0 3616. Two more steamers returned to service at Paducah in November, including 2-10-2 2807 on the 20th and 0-8-0 3527 on the 24th. In mid-December, the 3616 returned to the dead line and was replaced by 0-8-0 3512, which had been stored at Central City. One last switcher, 0-8-0 3559, returned to service on January 7, 1960. The switchers, which were used only at Paducah, were available during all tricks.

However, the 2613 and 2807 saw only limited action. Between October 1959 and January 1960, these two engines accumulated a total of 5425 miles in road freight service. The use of steam on road freights increased in February when 4-8-2 2524 and 2-10-2s 2739 and 2802 returned to service. The 4-8-2s and 2-10-2s were restricted to service between Paducah and Central City, as well as on short hops to Chiles Junction, just west of Paducah.

On March 1, 1960, IC's roster included 97 steamers and 609 diesels. Only the four 0-8-0s, two 4-8-2s and three 2-10-2s at Paducah were still in service. An exceptionally brutal

IN DECEMBER 1958 the 3530 was riding the turntable at Centralia even as the IC's last GP9s were being delivered — but it would take an order of GP18s to kill steam completely. The classic IC image of four GP9s **(opposite)** was portrayed at Rockford, Ill., in 1966.

PHILIP A. WEIBLER

HOWARD PATRICK

winter had increased the demand for coal, and all nine engines were active in late March. The steam revival undoubtedly would have continued into April had it not been for the IC's purchase of 15 new GP18s (9400-9414). These high-nose Geeps arrived in late March, and the last operating steamers were quickly (and permanently) placed in storage.

During March 1960, steam ran a total of 11,514 miles in road freight service, but that figure dropped to a meager 170 miles in April, which was the last month the IC reported any mileage for steam in freight service. Regrettably, no documentation exists for the "last run."

To formally close out the steam era, the IC ran two final excursions out of Louisville. On May 14, the 2613 pulled a 458-mile round trip to Paducah, where passengers toured the roundhouse and shops — 2-10-2 2739 was under steam at the roundhouse, ready to take over should 2613 have any problems. However, the 2613 performed superbly both on that trip and on an October 2 round trip to Dawson Springs, Kentucky. After 109 years, the steam era on the IC formally ended after the fall excursion, when 2613 was ferried back to Paducah and its fire was dumped for the last time.

Even after 2613 ran its last mile, 43 steam engines remained on the roster. Two 2-10-0s, three 4-8-2s, seven 2-10-2s, twelve 2-8-2s and 19 0-8-0s were "stored serviceable" at Paducah and could be recalled to service should traffic rise dramatically. However, the IC now had sufficient diesels to handle the seasonal traffic rushes, and this reserve fleet was unnecessary. By late 1961, all steam had been dropped from the roster.

With the demand for steam now gone, scrappers actively began cutting up the 200-plus retired locomotives which remained on the property, mostly at Paducah. As these were cut up by workers from the storekeeeping department, the scrap was then loaded into gondolas for sale to scrap brokers. Even though 270 to 280 man-hours were typically needed to dismantle each locomotive, the IC made more money by scrapping its own than if it had been sold intact to a scrapper. Most IC steamers were scrapped by January 1962, but at least one 0-8-2 remained at Markham Yard in Chicago in 1963.

A few IC engines avoided execution at Paducah. During the 1950s, the IC sold dozens of retired steamers to short lines, gravel pits, coal mines and industries scattered from Iowa to Illinois to Louisiana. Most of these engines were 0-6-0s and 0-8-0s, but several 2-8-2s and 4-6-2s found new homes also.

One of the best known hot spots for second-hand IC steam was the Louisiana Eastern Railroad, which was the name given by Paulsen Spence to the trackage at his Gulf Sand & Gravel Co. pit at Shiloh, Louisiana. At least nine IC steamers wound up on LE's roster, which included such exotic beasts as Nickel Plate 4-6-4s, GM&O 2-8-2s and 4-6-2s and even an SP 4-4-0. Unfortunately, after Spence's death in 1961, almost all the LE's locomotives were scrapped when an IC official at McComb, Miss., refused to permit any of "that junk" back out onto the IC. The only engines that escaped the Spence collection (three 4-4-0s and today's Blue Mountain & Reading ex-GM&N 4-6-2 425) were trucked out.

Some of the IC steam locomotives which found second homes remained in service well into the 1960s. Age, lack of spare parts or cessation of operation by their new owners eventually knocked each engine out of service.

One of the last IC road engines to operate was 2-8-0 790, which in 1959 had been sold to Lou Keller of Cedar Rapids, Iowa. The 790 pulled several excursions over the Milwaukee Road beginning in 1960, and in April 1965 it was leased to the Clinton Corn Processing Company when the Mississippi River flooded the company's plant at Clinton, Iowa. Soon after, the 790 was sold for use on a proposed tourist railroad in New York state, and in 1966 it was sold to F. Nelson Blount for display at Steamtown and is now in Scranton, Pennsylvania.

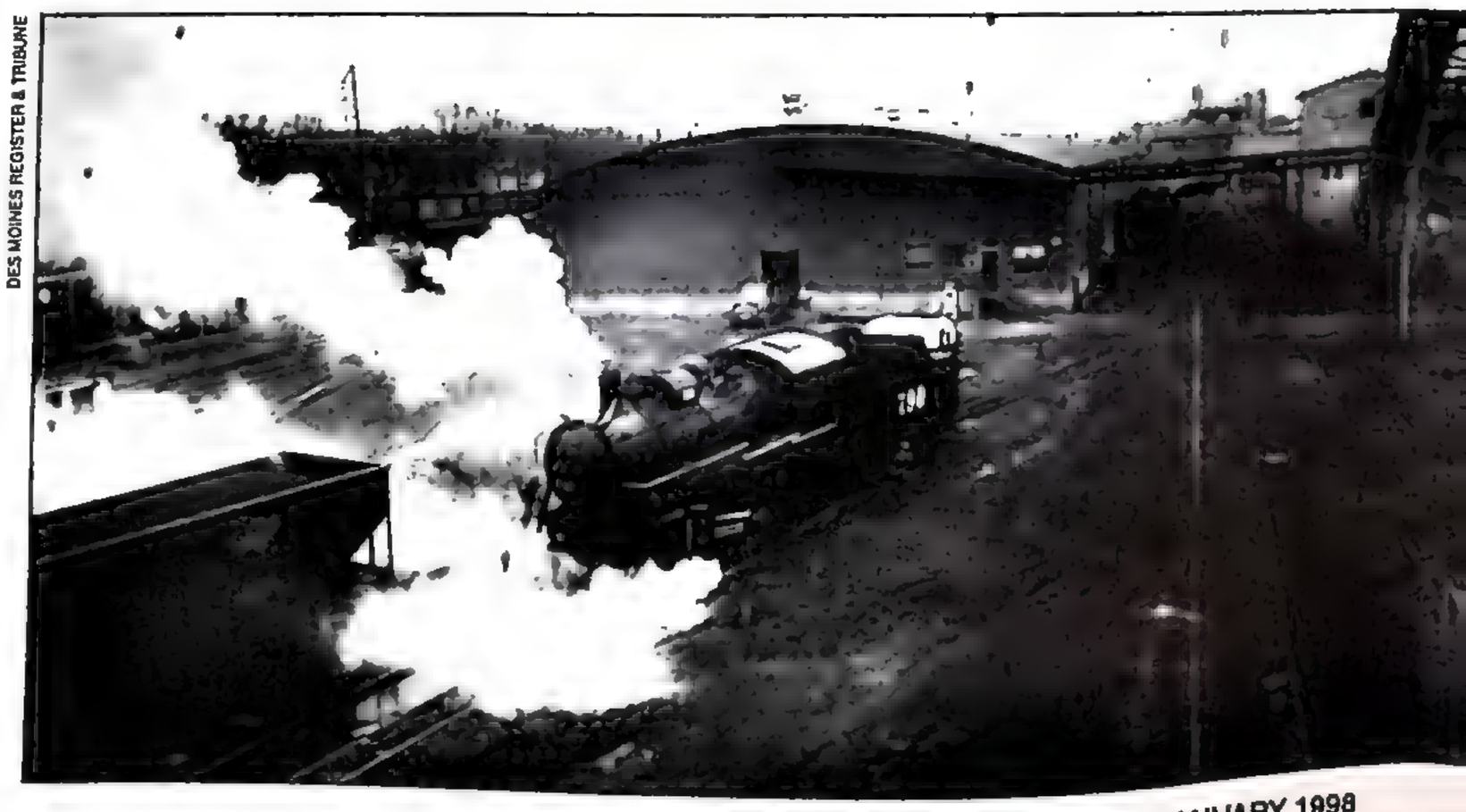
The last IC steam locomotive to see service was 0-8-0 3525, which was kept in operating condition at the Stone Mountain Scenic Railroad in Georgia as back-up for two 4-4-0s which had been retrieved from the Spence collection. This locomotive operated at Stone Mountain as late as 1968.

IC steam survivors

Today there are only ten IC steam engines still in existence, none of which are serviceable. The obstacles experienced by the Kentucky Railway Museum may explain why few such organizations have an IC engine in their collection. KRM lobbied the IC to acquire 4-8-2 2613, and several members even travelled to Chicago to meet with IC management. However, the railroad wanted to sell the locomotive for its scrap value, rather than donating it. The fledgling KRM didn't have enough money to meet IC's demands, and 2613 wound up being scrapped.

Even though none of the Paducah-built 2600s was saved, several notable IC engines have survived. Mountains 2500 and 2542 are on display at Centralia, Ill., and McComb, Miss., respectively. At the other end of the

ILLINOIS CENTRAL STEAM went out in style on the Kentucky Division. On March 6, 1960, 2-10-2 2807 (**above**) was working a coal train at Paducah. Steam made its last run with a fantrip behind 4-8-2 2613 from Louisville to Dawson Springs and return on October 2, 1960. On the return leg of the trip, the 2613 (**right**) hammered the L&N diamond at Nortonville, Kentucky. The last revenue freight handled by an IC engine was likely Lou Keller's 790, (**below**), which after running fantrips on the Milwaukee Road out of Cedar Rapids, Iowa, was leased in April 1965 by the Clinton Corn Products Company to switch their facility in Clinton, Iowa, as Mississippi River floodwaters submerged some plant trackage, prohibiting the use of diesels.



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dieselization was an universally successful.
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and 50 diesels. By the end of 1960, it had just
over 600 diesels. When you consider that it
would take two Geeps to replace a Mikado at
the head end of a typical freight and three to
replace a 4-8-2 or 2-10-
2 on most jobs — and
three E-units to replace
a passenger Mountain
on a heavy passenger
train — you begin to
understand the term
"utilization."

One pair of Geeps
could lug a hundred 50-
ton hoppers from Paducah
to Chicago, while in
steam that would have
meant three or four big
2-10-2s relaying the
same train. And the
Geeps could turn right
around and scurry south
with the empties while
the steam engines were
being tended to in the
roundhouse. A single
switcher or Geep could
replace three 0-6-0s or
0-8-0s on a around-the-
clock yard job with
only a brief trip to the
pit for fuel and sand. In
passenger service, the
availability of the E-units
was equally dramatic,
with a single A-B-A set
going all the way from
Chicago to New Orleans
in place of five or six
Mountains.

By dieselizing intel-
the IC has spared the motive power
plagued most of its neighbors
the credit for that is due to the
done by the home shopmen

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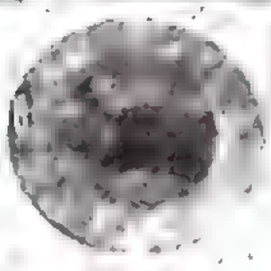

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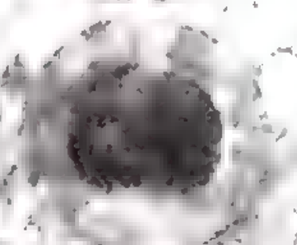

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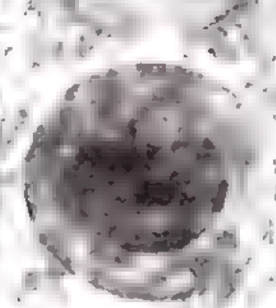

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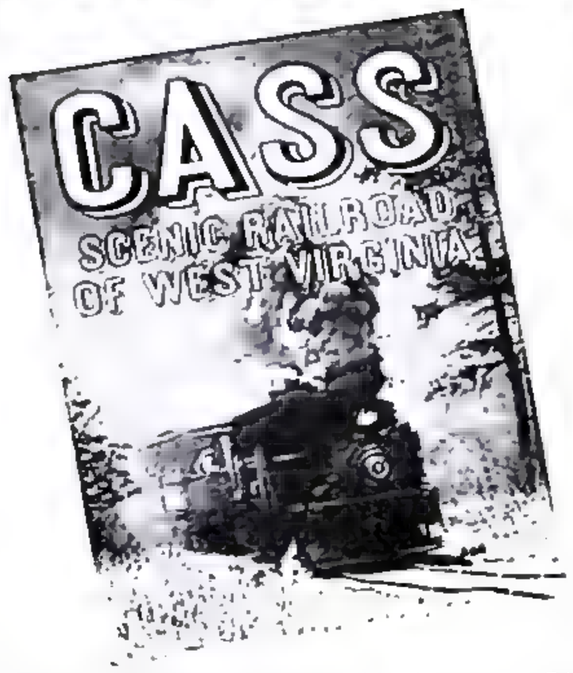

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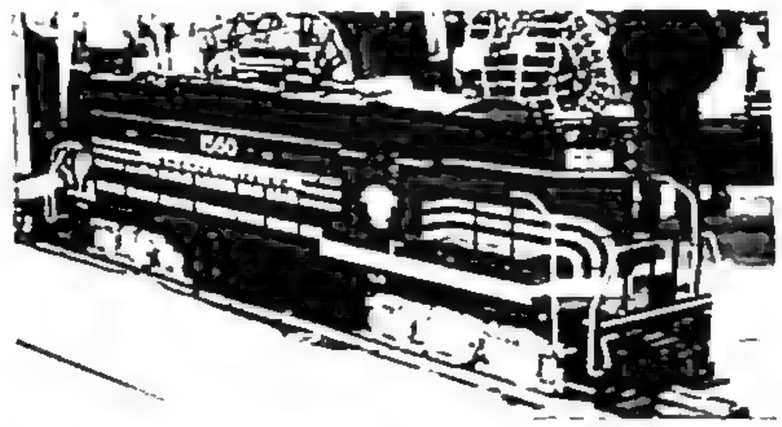

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ISSUE #21 FALL 1997

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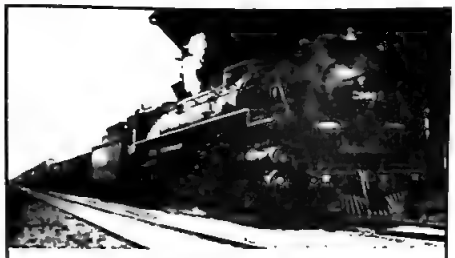

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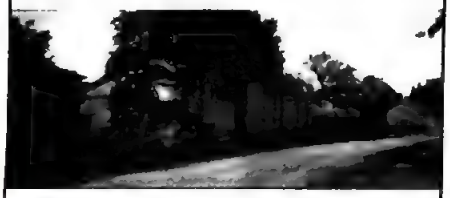

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ON THE MENU

by JAMES D. PORTERFIELD

The Information Super Railway

MIND YOU, I AM A GUY to whom the word "engine" conjures up images of a 2-8-2, a K4s or an SD90MAC. I own a dictionary that is a favorite because it includes "a railroad locomotive" among its five definitions of the word. In such a frame of mind, to learn to use today's bastardization of "engine," now preceded by the word "search," being "a software program that allows users to locate Web resources," is as difficult as learning the various ways to "work the pop" might be to Bill Gates. However, with even as little comfort and familiarity as I have with the Internet, an evening browsing one of my favorite subjects — that of rail dining — will provide you with the wealth of the information for which this media is already famous.

And what better time to get started than on a cold winter's night? Here are some sites (why didn't they call them "stations"?) you might want to enter (type) when your machine prompts you to "Go To."

Worthwhile home sites

Amtrak
http://www.amtrak.com
A busy and colorful place where entering "dining car" in the search bar of the Site Index produces a list of 19 pages of relevant information, from "Travel Tips and Services," which includes a description of the company's dining cars in general, to specific train pages (i.e., "*City of New Orleans* Amenities") which include varying, usually scant, details about dining on board.

Seminole Gulf Railway
http://www.semgulf.com/dinner.htm
This railroad's Dinner Train site includes a link to the *Naples Daily News* review of the train.

Minnesota Zephyr
http://www.mnzephry.com/
Lots of information on the train, its point of origin (the Stillwater Depot) and surrounding attractions, including provision for ordering its own video (a distinction it shares with the *Napa Valley Wine Train*).

Spirit of Washington Dinner Train
http://www.columbiawinery.com/train/default.htm
This short entry, within the Columbia Winery's location by virtue of it being the "destination" of the train, is special for the looping headlight on the locomotive that opens the page.

The Northern Central Railway
http://classicrail.com/ncry
Counting links to other sites, here are four "pages" on the *Liberty Limited Dinner Train,* including Tom Coughlin's 14-picture photo essay on the trainset's March 1, 1996, move from York, Pennsylvania, to its home base in New Freedom, Pennsylvania.

New York & Lake Erie Railroad
http://www.shortlineservices.com/nyle/html/dinner.html
This railroad's *Blue Diamond Dinner Train, Champagne Brunch & Lunch* train and *Santa Claus Express* are highlighted, with links to the line's murder mystery runs as well.

McCloud Railway Company
http://www.merrymac.com/mspage/mcrail/dinner.html
You can board the *Shasta Sunset Dinner Train,* even call up a sound file to enjoy as you read the page.

The Grand Traverse Dinner Train
http://clark.tcimet.net/trains/gtdt
Opens invitingly with a photograph of the Traverse City depot and portrays the train's famous color scheme. Within AltaVista™ (see below), a number of articles describe this train and its chef.

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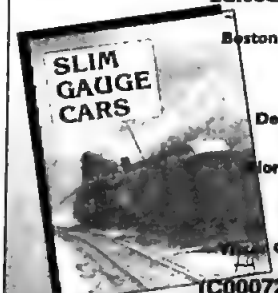

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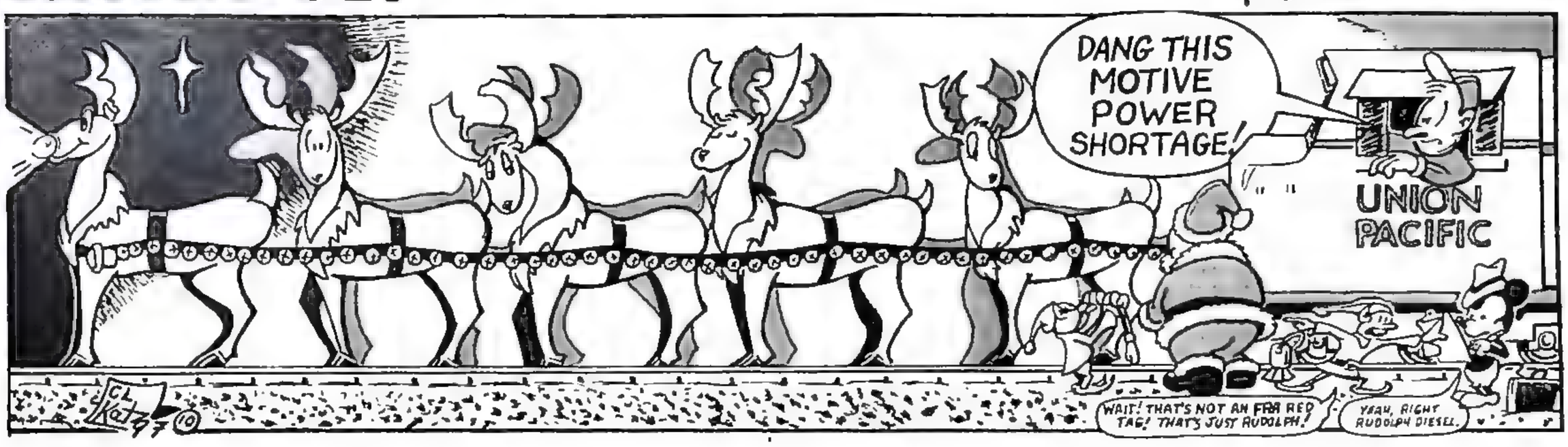
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Two dinner train sites not accessible because Netscape was "unable to locate the server" (to further confuse a neophyte like me, the entry went on to say, "The server does not have a DNS entry. Check the server name in the URL and try again.") are: **Western Maryland Scenic Railroad** (*http://www.wmsr.com*) and **Filmore & Western** (*http://www.fishnet.net/~fwry*).

Other sites

Asking AltaVista™ (one of those "search engines") on a recent evening to search the Web for "dinner train," produced — are you ready for this? — 563,211 documents that matched the query. Enclosing the phrase in quotation marks and limiting the search to the English language reduced my finds to a much more manageable 1015 documents. What makes the result of this kind of search so exciting is that it uncovers the best of articles about dinner trains from a variety of sources. You can read an account of the new *Pacific Starlight Dinner Train* from the *Pacific Palate* of June 10, 1997 (*http://www.quadriga.com/pacificpalate/starlite.htm*), or about *My Old Kentucky Dinner Train's* in the *Best Read Guide: Kentucky* (*http.//bestreadguide.com/kentucky/dinnertrn.html*). And I still have 995 documents to go.

Meanwhile, back on the "Go To" bar, find:

Tourist Railway Association, Inc.
http://www.TRAIN.org/

Features a list of members and, where appropriate, links to members with Internet addresses of their own. Vendors, too, have a separate page with links. This site is perpetually "under construction," so check it frequently.

Library of Congress: Dining car
http://lcweb2.loc.gov/cgi-bin/queryess

This vast location yielded 51 titles on the subject. Hit "print" and head off to the nearest Interlibrary Loan desk.

An evening spent browsing among the entries here alone will provide all the things a railfan loves: lots of pictures, history, maps, ephemera and more. And if you fall prey to the links often included, expect to be hours exploring outward from a single site.

Now, not to be outdone by this technology, you can now go to RAILFAN & RAILROAD'S site (*http://www.railfan.com*) and find recipes. The first one up will be from the fabulous *Coast Starlight* menu (It should be there by the time you read this, unless someone does the computer equivalent of putting a sandbag on the pop valve). Future recipes — about one every six weeks — will come from luxury trains, dinner trains, business cars, and fallen flags. Hope to see you there.

If you have a favorite rail dining-related web site send it to Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

Railfanning is:

Trying to come up with an original railfan screen name for the Internet.

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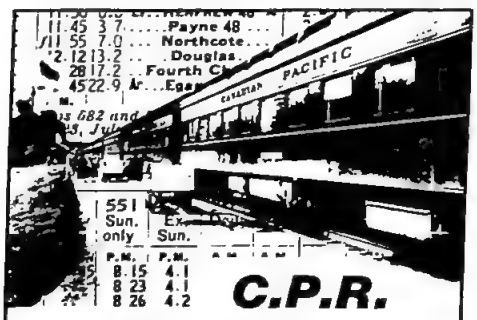

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CLIFF DOWNEY WITH DAUGHTER REBECCA

Cliff Downey

The author of our Illinois Central steam feature was born in 1968 and grew up along the L&N but quickly became an IC fan. He tells his story this way:

"Almost immediately after I was born my family moved to Germany for three years courtesy of the U.S. Army. Upon return to the states we settled in Fort Campbell, Kentucky, a military base located along the former Tennessee Central, which at the time was operated by Illinois Central Gulf. ICG operations on this line were sporadic, and so Dad's Lionel train was the only one that I regularly saw for several years. Of course, sometimes I would drag out the train and try to set it up on my own, which sometimes tested my parent's patience.

"In 1975 my family moved to Pembroke, Ky., located along Louisville & Nashville's busy Nashville-to-Evansville 'HD Division.' Now this was railroading! Our house was less than a block from the tracks, and I did my best to catch a glimpse of the two dozen or so freights which passed through town each day. The L&N will always be my 'hometown' road but, thanks to *Extra 2200 South*, the Illinois Central became my favorite railroad soon after I became a railfan. In each issue of *X2200S* I read with great interest about the diesels being rebuilt at Paducah, just an hour and half away.

"Intrigued by the IC's diesel story, I began reading everything I could about its extensive steam rebuilding program. My interest in IC steam is fueled by two factors: First, the brutish and utilitarian, yet appealing, looks of the IC's rebuilt steamers and, secondly, a great deal of regret that I never got to see those massive beasts in action. My first railfan photos were of UP and MoPac locomotives roaring through Pembroke on run-through trains, but Paducah, and especially the shops (now owned by VMV), remains my favorite photography spot.

"My first camera was a 35mm fixed lens Canon, which I used until it literally fell apart. After the obligatory Pentax K1000 (the most rugged camera I've ever had!), I moved onto a pair of Minolta X-370s and in the last few years have switched back to Canon. For film, I rely on Kodachrome 64, Plus-X black & white (and more recently T-Max), and occasionally Kodacolor. Each year I like to spend a week experimenting with different film types, but I still prefer Kodak films.

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"Over the years my photos and articles have appeared in R&R, *Trains, Diesel Era,* and *CTC Board*. My favorite research subjects are IC steam and diesels, as well as vintage diesels operated by L&N and the Tennessee Central. I'm into my third term as a director of the Illinois Central Historical Society and am also a member of the Louisville & Nashville Historical Society.

"Besides photographing and writing about trains, I've had the opportunity to do a little bit of railroading. In 1986 I worked as a brakeman on the now-defunct C&J Railroad, which operated the ex-IC line between Hopkinsville and Gracey, Kentucky. In 1994 and 1996 I volunteered as a fireman and brakeman on the Hardin Southern Railroad, a tourist railroad operating over ex-NC&StL trackage between Hardin and Murray, Kentucky. I am a member of the Tennessee Central Railway Museum and have worked as a car host on the excursions which the museum operates over the Nashville & Eastern, which passes within earshot of our home in Hermitage, Tennessee.

"From 1986 to 1991 I attended Murray State University in Murray, Kentucky. My major was broadcasting, but it should have been train watching. At least once a week I drove to Paducah, just 45 minutes from campus. By participating in a student exchange program, I was able to spend my sophomore year at the University of Northern Colorado in Greeley. My grades at UNC in every subject suffered because I frequently cut class to photograph UP trains rolling through town. Numerous visits were made to Loveland, headquarters for the Great

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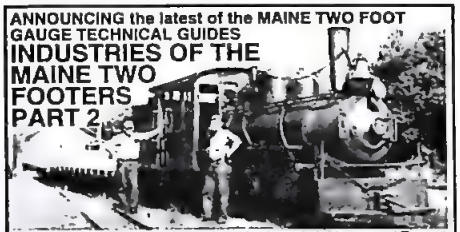

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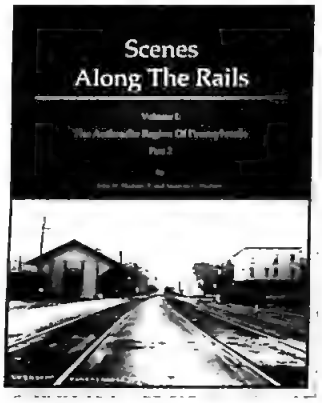

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Western Railway, and to Cheyenne and Denver, all within an hour's drive.

"During college and for a year afterward I worked at a low power (and low paying) television station in Hopkinsville, Kentucky. I then went to work for my college alma mater, overseeing MSU's interactive television operations at two off-campus centers. Unfortunately, the day before I went on vacation in June 1995, I was told that my position was being abolished as a 'budget-cutting measure.' Today, I work as a field representative for Nielsen Media Research, the company that produces the well-known Nielsen TV ratings. My responsibilities include installing the monitoring equipment that lets us know what shows are being watched.

"My wife Marilynn is undoubtedly the most tolerant 'railfan wife' in the world. Even before we started dating she was aware of my unusual hobby. However, nothing could have prepared her for the time we chased Nickel Plate 765 when the big Berk pulled excursions over the Paducah & Louisville. With Marilynn in the passenger seat, I chased 765 down rain-slickened country roads at speeds approaching 75 m.p.h. That chase scared even me, yet three months later, in December 1992, we were married. Marilynn has complained little about my hobby, even during our 1994 vacation when I made the incredibly stupid decision to drive from Dallas to Chama, New Mexico, in one day so that we could ride the Cumbres & Toltec. It took us 16 hours, but we made it (never again, though!). Marilynn has accompanied me on many train rides over the years, including the December 3, 1994, last run of N&W 611. (During that trip I even got a short cab ride through the yard at Chattanooga.)

"In August 1996 we were blessed with the birth of Rebecca Leigh. Rebecca's birth, as well as my job change and our move from Kentucky to Nashville, has severely restricted my railfanning activities in the past year. Instead of chasing trains, I've been spending time trying to get Rebecca hooked on trains, even taking her for a cab ride on the Hardin Southern's SW1 when she was just three weeks old. The effort seems to be paying off, but perhaps a little too well. Now that Rebecca can walk, it has become a daily struggle to keep her out of my train stuff!"

WILLIAM GAY; MEL WILSON COLLECTION

Gary Zuters

One of the authors of last month's article on the Cartier, Gary Zuters (**above**, right, with co-author Mel Wilson) was born in 1954 in Scarborough, Ontario, Canada, and spent his early years in several of the suburbs of Toronto. Every home was, however, within sight of the Canadian National, first along the Uxbridge Subdivision and then the Montreal-to-Kingston Subdivision main

Switch List

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ANNOUNCEMENTS:

NOVEMBER 16, 1997, SIXTH ANNUAL PALANTINE Railroadiana Show and Sale, 10 A.M. to 4 P.M., Ramada Hotel, 920 Northwest Highway, (at Ill. 53) Palantine, IL. Admission $3.00, tables $25.00. Information: SASE, Russell Fierce, 3565 Winston Dr., Hoffman Estates, IL 60195-1865. 847-358-1185. 1297

BOOKS & PUBLICATIONS

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BACK ISSUES Railroad, Railroad Model Craftsman, Trains, others. SASE for list. Alker, 1054 Mayflower Court, Martinsville, NJ 08836. 298

FOR SALE: 3RD PRINTING of "Days Along the Buckwheat and Dandelion", the history of the Unadilla Valley Rwy. Track maps, color photos and more added. $45.00 soft cover, $50.00 hard cover. Add $3.00 for postage and handling. Fred Pugh, PO Box 26, West Edmeston, NY 13485. 398

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RAILROAD CALENDARS

LACKAWANNA & WYOMING Valley Railway Historical Society 1998 Railway Calendar. Color cover and 13 black & white photos of rail, transit, and traction in Northeastern Pennsylvania. 11x17, $5.95 pp. via first class mail. $3.80 plus $1.92 postage and handling plus 23 cents tax. Calendar, Dept. RR, Box 3452, Scranton, PA 18505-0452. 198

1998 FULL COLOR New England Railroading Calendar features 12(8x10) prints of regional activity @ $8.00 postage paid, also full color frameable calendar prints, our choice, 12/$2.50. Domestic orders only. Mystic Valley Railway Society, PO Box 365486, Hyde Park, MA 02136-5486. Allow 2-4 weeks delivery. 298

1998 OKLAHOMA HISTORIC RR CALENDAR. 3 Rock Island, 3 Frisco, eight others. Mostly unpublished steam era. Central Oklahoma Chapter, NRHS 19th edition. Send $7.00 each or $60.00 for ten. Payable to: CORC, 2936 Bella Vista, Midwest City, OK 73110. 398

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line. The train watching bug bit early as many hours were spent watching CN's early passenger GMD1s on the Uxbridge commuter trains and then on the Kingston Sub where steam made its last stand in the late 1950s, replaced by F-M road switchers. The family vacations offered an early opportunity photograph many subjects in numerous locations using his father's Pentax. Gary picks up his story from here:

"School offered an introduction to other people fascinated by model railroading, but my main interest was still watching and photographing the world outside. Graduating from Birchmont Park Collegiate in 1975, I embarked on a career in banking, which lasted eleven years. A move out of the city combined with rotating shifts, made the commute an ordeal, and I decided to move on.

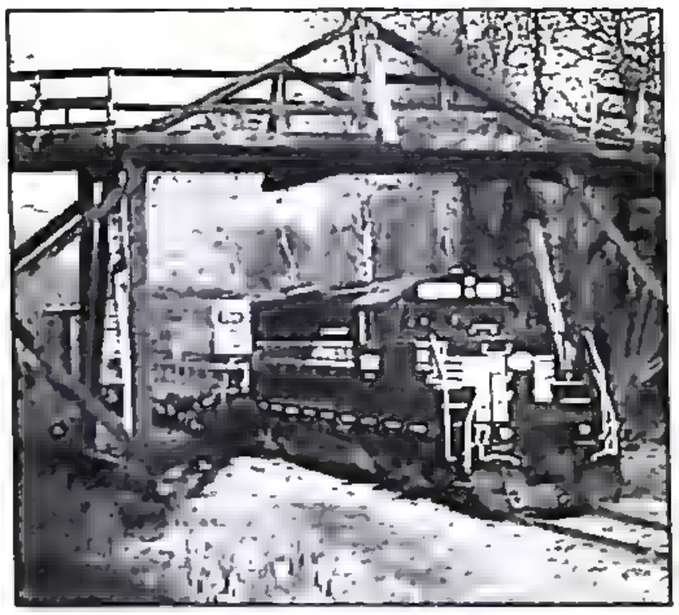
"My next employment began in 1987 with CP Rail as a crew clerk in the Toronto Yard Diesel Shop, moving on to yardmaster, pull-down supervisor, coordinator and finally yard operations director in Toronto Yard. The 1995 spin-off of CP's eastern lines to the St. Lawrence & Hudson changed my employer, but not my duties.

"In March 1984 I purchased a 25-acre farm in Newtonville, Ontario, about 50 miles east of Toronto. In 1985 I purchased CN wood caboose 78161, which was moved to my property and restored. Needing more room, I purchased a Toronto, Hamilton & Buffalo wood boxcar, rescued from scrap.

My first photos were published in 1975 in RAILROAD Magazine, and since then I have had numerous photos published in R&R, *CTC Board, Rail Classics* and *Trains*. Being a self-professed Alco-haulic, most of my works highlight that theme. I am also the author of the *1993 CP Rail Review* published by HyRail Publishing. I have a CN review in the works, and I write a Canadian column for *CTC Board*.

"My photography graduated from borrowing the family camera to a Pentax Spotmatic 1000, later joined by a Spotmatic F. In 1984 I switched to a pair of Nikon F2s with an assortment of wide angle and telephoto lenses, although the trusty old Pentaxes are still used occasionally. I use Kodachrome 25 and 64 exclusively. Night photography is a favourite of mine, but the increasing scarcity and expense of the large No.2 bulbs has resulted in less nocturnal work recently." ⊂

next month in RAILFAN & RAILROAD



• **LIGHTNING STRIPES:** The Finger Lakes Railway operates a fleet of GP9s over former New York Central trackage west of Syracuse. Best part is that the Geep fleet wears the NYC's black and grey lightning stripes. Pete Swanson takes us to the shores of Lake Geneva for a look at the operations of the Finger Lakes and tips for photographing the line.

FEBRUARY 1998 ISSUE ON SALE JANUARY 1

RAILROAD PHOTOS & SLIDES

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TRANSIT CURRENTS

Hunt Valley Line

WITH MARYLAND GOVERNOR Parris Glendenning riding on the first train, the 4.5-mile extension of Baltimore's Central Light Rail Line to Hunt Valley opened on September 9, 1997. The extension adds five more stops to the line. Extending north from Timonium, the new stops are Warren Road, Gilroy Road, McCormick Road, Pepper Road and Hunt Valley. The trip north from Timonium takes 14 minutes. The extension cost $33 million and is expected to add at least 3000 daily riders to the rail line. The Hunt Valley extension, and additional extensions in November into Penn Station in downtown Baltimore and Baltimore/Washington International Airport are expected to boost ridership on an average day from 22,000 to 36,000 by 2001.

Hunt Valley was originally developed in the 1960s as an industrial site; its nature has changed, and it is now an office and shopping center in addition to a place of production. There are 340 companies with 30,000 workers in the Hunt Valley corridor The businesses located in Hunt Valley expect the new light rail line to make it easier to recruit workers and to lure shoppers and other visitors. The promise of the light rail line has already stimulated growth with a new Wal-Mart to open soon along with a new bank, a twelve-screen cinema and additional stores and shops.

In his speech at the opening ceremonies, Governor Glendenning stressed that the new light rail line is part of Maryland's commitment to help rebuild and revitalize existing communities along the line. The governor was joined by U.S. Senator Paul Sarbanes and Federal Transit Administrator Gordon Linton at the opening ceremonies. Entertainment was provided by the Kenwood High School Marching Band Combo. There was a festive picnic lunch, live music and giveaways.

The Central Light Rail Line has suffered from lack of parking at its stations. The difficulty should be at least partially overcome by additional parking at the new Warren Road stop and the Hunt Valley terminal. Correspondent Marion J. Zych was there on the opening day and was kind enough to send some of the items he picked up there, including a new light rail timetable. Light rail trains between Hunt Valley and Cromwell Station/Glen Burnie run every 15 minutes. The entire run takes one hour and 16 minutes. The trip to Camden Yards in downtown Baltimore takes 54 minutes. Thanks to Marion J. Zych and Henry Goode for the good news.

Improvements at Caltrain

Caltrain will be getting a new look and new logo to go along with improvements in service along the corridor between San Francisco, San Jose, and Gilroy. Six additional weekday trains were added in July 1997, bringing the level of service to the highest in the line's history. Caltrain will be running 66 trains each weekday and 28 trains on Saturday. The rail service between San Francisco and San Jose is now 133 years old and for many years was operated by the Southern Pacific.

Caltrain Executive Director Gerald T. Haugh and his staff have been dedicated to improvements, with 14 additional weekday trains added to the service since 1991.

In other changes, the name Caltrain will be continued, but the way it is spelled will be different. The "t" in Caltrain will now be in lower case, which will make it a lot easier for people who have to spell this out. A new logo and new colors will also be introduced.

Two years down the road, the new Tasman West light rail extension of the Santa Clara Valley Transportation Authority will link with Caltrain at the downtown Mountain View station. More than just a station, it will be a major transit center shared by commuter rail, light rail, bus service and work-site shuttles.

By the way, upon hearing that President and Mrs. Clinton's daughter Chelsea will be attending Stanford University, Caltrain board chairman Emilio R. Cruz wrote Chelsea Clinton a welcoming letter and sent along a Caltrain brochure. He noted that with the available transit service by Caltrain and others in the Stanford area, there is no need to have a car.

New York: sardines and quality

The sardines are the riders on New York City's No.6 rapid transit service from Pelham Bay Park to Chambers Street / Brooklyn Bridge station. By any measure, this is one very busy piece of railroad, with an average weekday ridership between September 1995 and August 1996 of 622,626. This compares to the No.1 and No.9 services that average 571,418 daily riders and the No.7 service (that's where the quality comes in) which carries 463,425 persons on an average weekday.

All the numbers show that a lot of people are riding the trains, and the New York subway is set up to handle large crowds. The quality problem is on No.6, or the "Sardine Local" as some people call it. The situation is so bad because No.6 uses the overcrowded Lexington Avenue subway, which is the only eastside subway line. At one time an elevated line was on Second Avenue, and another elevated on Third Avenue provided service in addition to the Lexington Avenue subway. Many years ago when the Manhattan elevateds were torn down, the city promised that the elevated lines would be replaced by

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

opens in Baltimore

KODACHROME, ANDREW GRAHL

BALTIMORE MTA LIGHT RAIL VEHICLE 5019 poses at the new Hunt Valley terminal on Saturday, September 13, 1997. The MTA opened the 4.5-mile extension of the Central Light Rail Line to Hunt Valley four days earlier on September 9th. The extension, which runs northward from Timonium, reaches one of the Baltimore area's largest employment markets with more than 340 businesses now accessible by the MTA.

a Second Avenue subway. More than 20 years ago about a mile's worth of pieces of a Second Avenue subway were built, but the money ran out and the politicians ran away from the issue. The guesstimate now is that a complete Second Avenue subway would cost anywhere from $5 billion to $8 billion. Nobody has that much money, or at least nobody is willing to 'fess up to it. With the changes in the 63rd Street subway tunnel, more traffic may be coming into Grand Central Terminal, and that probably means more passenger traffic at the busy Grand Central subway station, which now sees almost 120,000 No.6 line riders each day.

Now to the quality factor. The Strap-hangers' campaign, which is a subway riders advocacy group, analyzed some numbers from the New York City Transit Authority and concluded that the No.7 line to Flushing was the best. The morning rush-hour frequency of 2.5 minutes and an evening rush-hour frequency of three minutes offer good service. The on-time rating showed that the trains were on the advertised 83% of the time. The average distance between car breakdowns was an admirable 117,724 miles. The No.7 trains had a seat availability of 40%; that means the chance for getting a seat during rush hour is 40%. Remarkably, 93% of the subway cars were clean, which was the highest level in the New York system. Moreover, the public announcements were clear and correct 61% of the time. Thanks to Jon Goodman for the news.

Flashes

Seeking a good site as well as good public transportation, the **TORONTO** Maple Leafs wanted to build a new hockey arena at Toronto's Union Station. The deal is off because of failed financing. However, the Toronto basketball Raptors are building a new arena on Bay Street just down the street from Union Station. All too often American stadia are built with no thought to good public transportation. Things are different in Canada. Thanks to Charles Bogart for the news.

Experimental Saturday service on the Santa Clarita branch of Los Angeles' **METROLINK** commuter rail service is now permanently in the schedule. At over a thousand riders a day, the service is believed to be worth keeping. Also, the Los Angeles City Council has asked for a study of the feasibility of running Metrolink commuter trains on existing railroad track between North Hollywood and Warner Center. This would be an alternative to the controversial east/west subway project proposed for the San Fernando Valley. However, there are concerns about noise and safety that might be a product of using a surface transportation line instead of a subway. Thanks to Ben Kerr for the information.

At the **ORANGE EMPIRE RAILWAY MUSEUM,** Bamberger Railroad "Bullet" car No.127 was recently switched into car-house No.4 for repainting into its original livery. Bamberger used dark orange with dark yellow window bands, a black belt rail and polished aluminum trim. This is the same color scheme used on the Fonda, Johnstown & Gloversville in New York state. When you are in the Los Angeles area be sure to stop at the Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92572-0548.

South of Cleveland, the **NORTHERN OHIO RAILWAY MUSEUM** is reaching completion of the new Anson W. Bennett Car House. The museum (P.O. Box 458, Chippewa Lake, OH 44215-0458) has a car-barn fund to help pay for this major improvement on its property. The museum had a great fantrip on September 14 on Cleveland Transit System car No.109. This car was retired from service in 1984 when the new Tokyu cars arrived. It was used as a trash car for a while, and now it has been rehabilitated and re-equipped and is used for special displays.

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KODACHROME STEVE MORGAN

ON SUNDAY, AUGUST 31, 1997, the first low-floor light rail cars in North America were placed in service on Tri-Met in Portland, Oregon. A total of 52 of the Siemens model SD600 low-floor cars are being purchased by Tri-Met. After many months of testing and debugging of the new cars, the first two were conditionally accepted on August 21st, and during the next week another ten followed, making twelve cars available for their inaugural day. Because the new low-floor cars provide wheelchair accessibility via short ramps that extend from two of the four doorways on each side of the new LRV's, the wayside wheelchair lifts that Portland's system has used since 1986 will no longer be needed and were taken out of service on October 5th. Tri-Met's Bombardier-built high-floor LRV's are thus no longer accessible and will now only operate only when paired with a low-floor car (seen above on Yamhill Street on August 31, 1997 — note the striping distinguishing the difference in floor heights). Due to a shortage of the low-floor cars, a temporary schedule was implemented for the first five weeks so only trains with a low-floor car would serve the new extension, which was built without wheelchair lifts. By October 4th, enough low-floor cars were in service to permit every train to serve all stations.

Also on August 31st, a half-mile extension to 18th Avenue and Salmon Street opened but, aside from the first day, had only limited service for the next five weeks. The extension is only the first section of the eventual 17.6-mile Westside Line to Hillsboro, the remaining 17.1 miles of which are well-advanced and on schedule to open in September 1998. The final sections of rail for the entire line were laid in September 1997, formally celebrated by a "golden weld" (as opposed to a golden spike) ceremony in Hillsboro on October 7th. About 80% of the overhead wiring was also in place by then. The new line features the three-mile-long West Hills Tunnel, and it is hoped that LRV's can begin test runs in the tunnel in February 1998 — STEVE MORGAN.

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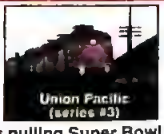
Shot along San Diego coast line. Footage from San Diego's Escondido branch line with GP30 action, L.A. area and Cajon Pass. See Santa Fe trains with locomotives before BNSF merger.



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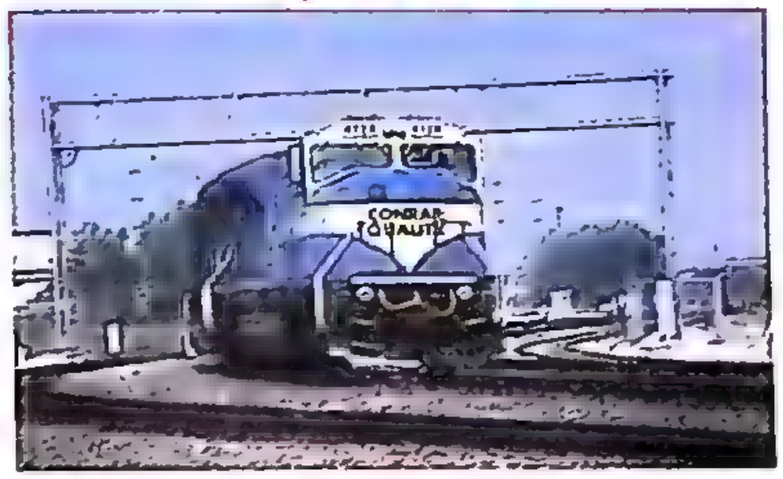

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Locations include Chicago inside the Belt Railway of Chicago, Whiting, Gary, Ogden Dunes, Burns Harbor, Otis, Pinola, LaPorte, South Bend, and Elkhart. Lots of motive power and train variety including Conrail, CSX, CP Rail, UP, SP, NS, GTW, and South Shore freights!
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NORFOLK SOUTHERN Vol. I - *Chicago to Fort Wayne*
Covers the ex-Nickel Plate line from Chicago to Fort Wayne, Indiana. Locations include the East End of the Belt Railway of Chicago, State Line crossing, Hammond, Van Loon, Hobart, Spriggsboro, GTW crossings, Valparaiso, Fort Wayne, and other locations in between. See Triple Crown Road Railers, stacks, manifests, locals, transfers, a ribbon rail train, and more. Lots of new wide-cab Dash 9-40CWs.
MVP#710 .... 80 Min..... $29.00

UNION PACIFIC *Geneva Sub Vol. 3*
In 1997 Chicago & North Western color is still present on UP's high traffic route out of Chicago. Lots of new locations shot in 1997 including Malta, Creston (IL), Meredith, Elburn, Sterling, Glen Ellyn and more. See new trains and a variety of power with SP, CNW, and UP.
MVP# 473 .... 70 Min..... $29.00

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The BRC East End -1997
Chicago is THE HUB of railroading and the Belt's Clearing Yard is the center of action. See the busiest junction in Chicago with arrivals, departures, and operations at several locations inside the East End including Hayford, Pulaski, Cicero, and the east yards. See mainline trains, transfers, and jobs from Conrail, NS, SP, BNSF, CP Rail, CSX, UP, CN, GTW, and the Belt's own jobs. Over 50 trains and incredible variety of new as well as classic power including ALCO C-424s and 1st generation EMDs. Includes a visit to the new dispatching center in Bedford Park.
MVP# 510 .... 90 Min $29.00

Motive Power on the BRC -1997
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A Day with BRC #525
This is real railroading! See coverage of the working day of a Belt Railway Co. of Chicago industrial switch job with an SW1200 and its crew. We had one camera in the cab AND one camera on the ground following the action - flat switching, kicking cars, mainline running, and the action of passing trains and operations along the way.
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New "Montana Rail Link in the Rockies"
Montana Rail Link is one of the largest and most dynamic of the new Regional Railways. This video shows over 30 hours of awesome action on MRL in the Rocky Mountains on Mullan Pass with its steep grades and on both sides of Winston Hill east of Helena in July 1997. Three sets of pushers based at Helena are kept busy. 108 min. $29.95

New "CP Around Kicking Horse Pass"
The Canadian Pacific's main transcontinental line through the Rockies runs over spectacular Kicking Horse Pass in Banff and Yoho National Parks. The famous Spiral Tunnels are on the steeply graded west slope and the east slope follows the scenic Bow River. This video shows 32 hours of action between Morant's Curve along the Bow River and Golden at the base of the lower Kicking Horse Canyon in July 1997. 106 min. $29.95

New "Wisconsin Central 1997"
This new tape on the WC concentrates on operations north of Stevens Point and on changes since our last look at the WC in 1995. This tape shows trains around Neenah on the Bradley sub across northern WI, the new trackage around Escanaba including the ore line the former GB&W line to East Winona and on the busy and congested Minneapolis and Superior subs. It concludes with 24 hours of action around Junction City a real WC hot spot all shot in May 1997. 2 hrs. 23 min. $31.95.

New "BC Rail's North End"
This tape covers operations on BC Rail lines north of Prince George. The six axle ALCO's are gone but the remaining four axle ALCO's make the North End their home. This tape shows trains on the Dawson Creek and Fort Nelson lines and then 24 hours of action on the Chetwynd sub north of Prince George. BC Rail's busiest line all shot in July of 1997. The electrics also make an appearance. 60 minutes. $25.95

See the Latest Changes in New England

The Trains of Northern New England 1997
This video shows what became of the B&M, MEC, CV, Rutland and much more. All of the larger railroads in VT, NH and ME - New England Central, Guilford's Springfield Terminal which operates the former MEC and B&M, Iron Road's Bangor and Aroostook and Canadian American Vermont Railway, St. Lawrence & Atlantic, and Green Mountain are covered in this video including 24 hrs. of action at several points in early 1997. 180 min. $35.95

Two Spectacular New Conrail Tapes

Conrail and GTW at South Bend, IN
At South Bend IN Conrail's Chicago Line crosses the Grand Trunk Western main line. CR's Chicago Line is its busiest. The semi-autonomous GTW is slowly becoming part of the CN. Nearly 100 trains roll through the new track alignment at South Bend in 24 hrs. This tape shows all of the incredible action for 24 hrs. at South Bend in May of 1997.
Two tape set, 3 hours 45 minutes. $45.95

"Conrail's Harrisburg Line"
CRs Harrisburg Line is CR's busiest line in the East with 55 trains on peak days. This tape shows 24 hours of action on the former Reading's Lebanon Valley Line around Myerstown midway between Reading and Harrisburg in August of 1996. 94 minutes $29.95.

See Norfolk Southern's Busy Rathole

New *"The Trains of the Rathole"*
Norfolk Southern's Rathole between Danville and Oakdale, Kentucky is one of the best known and storied lines in the U.S. This line is a funnel for trains between the Midwest and South and is NS's second busiest line. We caught all the trains on the Rathole for 24 hrs. around Burnside and on the huge cuts on Greenwood Hill in April of 1997. 119 minutes $29.95.

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MARKERS

EDITORIAL COMMENTARY

More steam at Edaville

FOLLOWING UP ON our coverage of the Maine two-footers and their return to the former Edaville Railroad site at South Carver, Massachusetts (September '97 MARKERS and *"The Two-Foot returns to Maine"* feature in the November '97 issue), there was good news from the South Carver Cranberry Festival held over the October 11-13 Columbus Day weekend. There were three days of steam operation with the site hosting over 40,000 visitors and selling 8500 train tickets to ride behind the two trains per hour powered by resident ex-B&HR 2-4-4T No.7 (which never left Edaville) and ex-Monson 0-4-4T No.3, which was returned from the Maine Narrow Gauge Railroad & Museum in Portland, Maine.

The Portland group has set up a subsidiary organization to lease and operate the South Carver site, and negotiations are currently under way with the Atwood estate to complete the arrangements. The steam operation on Columbus Day was evidence of the progress that is being made.

TWO KODACOLOR MARC S. BALKIN

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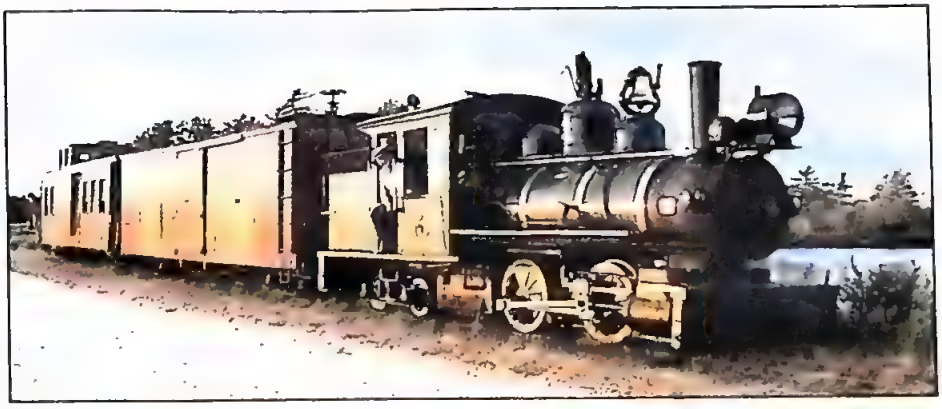

DURING THE CRANBERRY FESTIVAL over the Columbus Day 1997 weekend, Monson 0-4-4T No.3 was back at work on the Edaville Railroad at South Carver, Mass., along with Bridgton & Harrison 2-4-4T No.7. Number 3 powered a short photo freight on Sunday evening and ran regular passenger runs along with No.7 (**opposite**). Negotiations are under way to return regular operations to the South Carver site.

If negotiations are successful, the new group hopes to begin weekend-only operation at South Carver on Memorial Day 1998 — no operations are planned at this time for Christmas 1997 but are expected to begin again for the 1998 season, as the Christmas displays and wintertime steam train rides were an extremely popular local tradition.

Columbus Day 1997 could have been No.3's last venture at South Carver, for she is to become the "regular" engine at Portland with ex-Monson No.4 being sent to South Carver to work with No.7. We'll keep you posted.

Illinois Central steam thanks

Cliff Downey, the author of the feature on the "*Last Decade of Illinois Central Steam*" on page 39, would like to thank Lloyd Stagner for generously providing copies of IC locomotive assignment sheets and information on steam engines operating in 1959-'60 and Steve Lee for supplying mileage data from ICC reports. Thomas Taber III supplied data about loco retirement and scrapping dates, and Joe Wirth provided copies of IC rosters and equipment books. Special thanks go to Wallace Henderson for making his slides available and to Walt Grosselfinger for the material from the collection of the late Don Ball, Jr. The Ball collection photos were used in Lloyd Stagner's 128-page hardcover book "*Illinois Central In Color*," currently available from Morning Sun Books (9 Pheasant Lane, Scotch Plains, NJ 07076; $49.95 plus $3.50 postage) — which also includes a lot more IC steam action in color.

Steve Lee of the Union Pacific steam program grew up on the IC Kentucky Division and collaborated with Lloyd Stagner on an earlier book, "*Illinois Central Steam Finale*," a 108-page softcover from South Platte Press (P.O. Box 163, David City, NE 68632, $24.95 plus $2.00 shipping).

Coast Starlight's Pacific Parlour

Since Jim Porterfield's coverage of Amtrak's *Coast Starlight* in the November 1997 issue, we received Tom Savio's photos of the first "Pacific Parlour" car 39970 entering service

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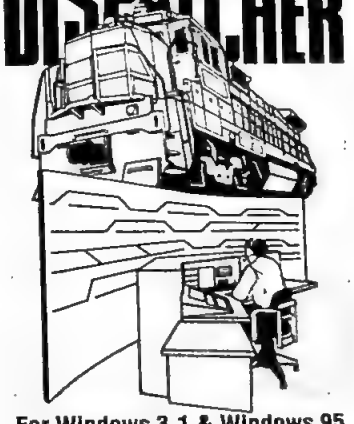

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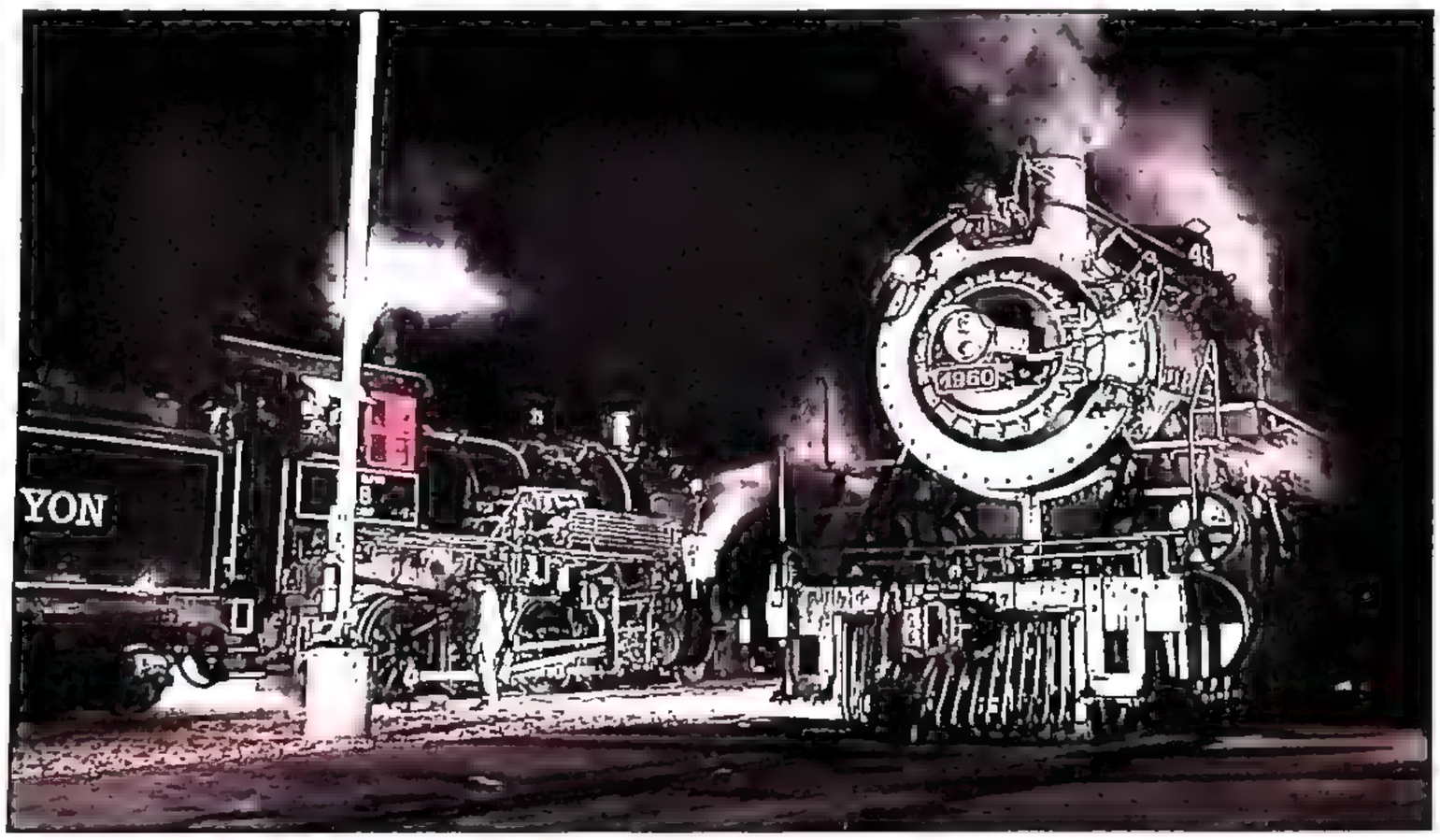
Grand Canyon Railfan Weekend

by Mike Del Vecchio

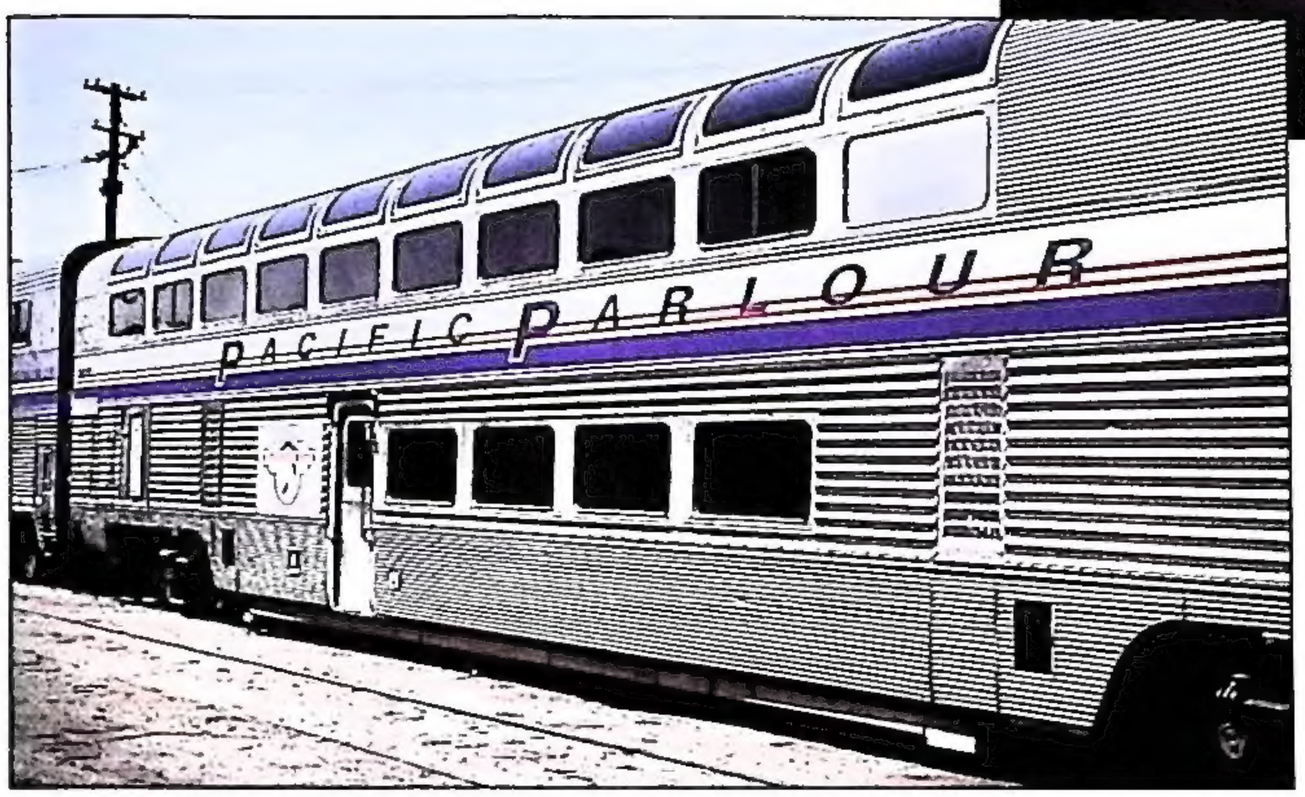
THREE KODACHROMES, MIKE DEL VECCHIO

EACH YEAR, the Grand Canyon Railway wraps up its steam season in grand style with a railfan weekend sponsored by the Grand Canyon Chapter NRHS. The 1997 event, held October 3-5, began with a Friday night session (**right**) for 93 paying photographers. The main event Saturday featured the famous former-Burlington 2-8-2 4960 doubleheading with 2-8-0 18 northward to the Grand Canyon, where the locomotives were separated and posed (**above**) with the diesel-powered regular GCRy passenger train. The 4960 then pulled the special southbound, performing a dozen picture-perfect runbys within Coconino Canyon (**below**). At the banquet Saturday night, Jim Schwenkindorf of BNSF spoke to the assembly about the BNSF steam program and about how the railroad cooperates with the preservationists along its lines. The Grand Canyon crews worked hard, and they put on a terrific show for the roughly 150 railfans who participated.



THREE KODACHROMES TOM SAVIO

AMTRAK WEST'S NEW "PACIFIC PARLOUR" CAR 39970 went into service on Train 14 on September 12, 1997. The former Santa Fe *El Capitan* high level lounges were rebuilt at Beech Grove shops and feature plush amenities for First Class passengers.



on September 12, 1997, on the northbound *Starlight* out of Los Angeles, showing off its new exterior livery and interior amenities. Completely rebuilt at Amtrak's Beech Grove Shop, this surplus former-Santa Fe *El Capitan* high-level First Class lounge now features on the upper level overstuffed swivel chairs, love seats, a self-service hot buffet and full-size hardwood-and-brass-rail bar, while there's a wide-screen TV/video theater downstairs.

Many passengers on its first run thought this was a private car and were reluctant to "trespass!"

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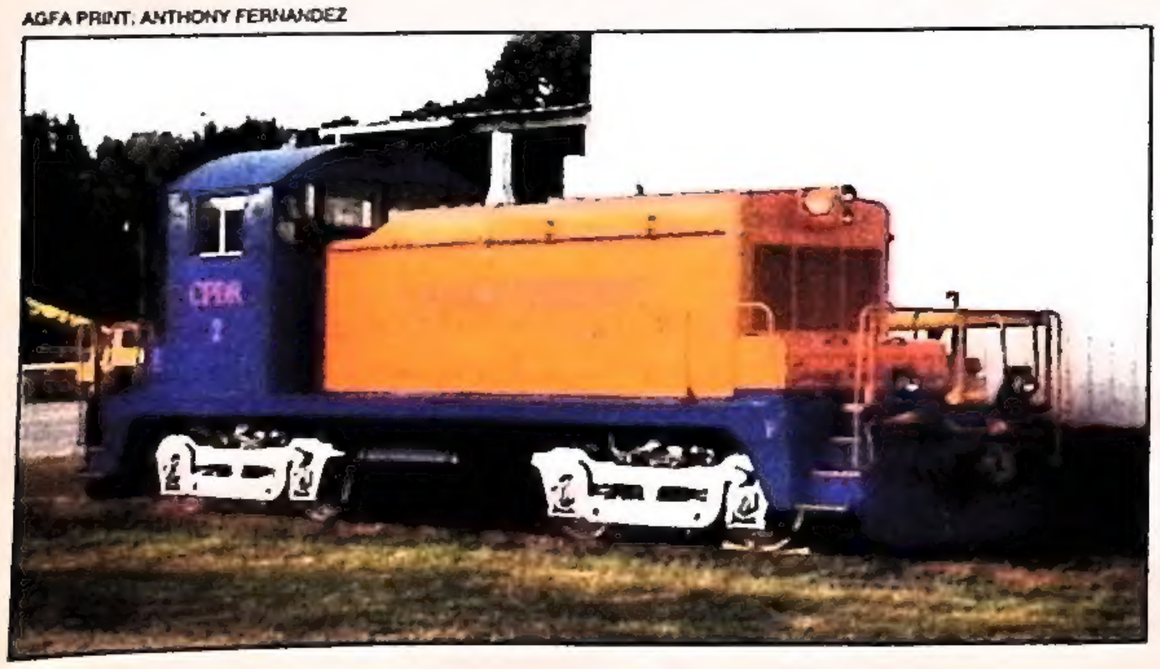
KODACHROME: IAN PLATT

CSX SD70MAC 703 was seen being readied for delivery at London, Ontario, on September 5, 1997. The order of 25 MAC's began arriving on CSX's former B&O lines between Grafton, W.V., and Cumberland and Baltimore, Md., in mid-September. See RAILNEWS.

BNSF "PRIMERED" 777 and 776 were trailing warbonnet-painted Dash 8-40CW 843 on an eastbound TOFC train at Williams, Arizona (**below**), on October 3, 1997. The units are among several delivered by GE in primer to be painted into the latest orange and green livery.

FUJI ASTIA: MIKE DEL VECCHIO

AGFA PRINT: ANTHONY FERNANDEZ

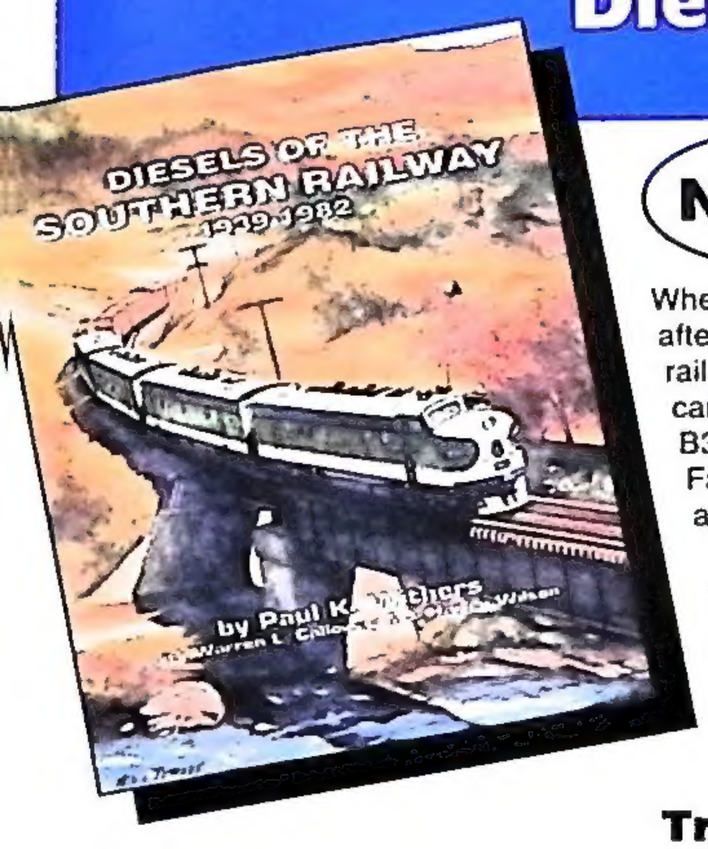


CAROLINA PIEDMONT SW1 No.2 (ex-EL 350, nee-DL&W 428) was at Berea, S.C., on September 4, 1997. The 1940 EMC switcher became part of the "Swamp Rabbit Route" when RailTex bought it from a scrap yard for their recently acquired CPDR. See RAILNEWS.

KODACHROME: DAVID T. STOWE

STONE CONTAINER SW9u No. 1 (ex-CP Forest Products 123, exx-International Iron & Metal 123, nee-Toronto, Hamilton & Buffalo No.55) recently replaced an aging MLW S3 No.3. The "pup", seen at Bathurst, N.B., now works Stone Container's Bathurst Division.

Diesel books by Withers Publishing



NEW! DIESELS OF THE SOUTHERN RAILWAY

by Paul K. Withers with Warren L. Calloway & J. Harlen Wilson

When it was first published in 1987, *Southern: A Motive Power Pictorial 1968-1982* quickly sold out and became an eagerly sought-after book by Southern Railway fans and modelers alike. Now, after 10 years and collecting photos from the southeast's premier railroad photographers, Withers Publishing presents a massive photographic study that covers all of Southern's diesels – from the carrier's first road freight diesel, the FT, and its classic slant-nose passenger diesels, to its final locomotive purchase, GE's B30-7A1s. Southern and its subsidiaries operated a wide variety of makes and models – Alco DL-109s and PAs; Baldwin switchers; Fairbanks-Morse switchers and Train Masters; General Electric 44-, 45-, and 70-ton units; and EMD GP39Xs and GP40Xs – all are covered with a variety of roster and action photographs.

This heavily illustrated 360-page 8.5" x 11" vertical-format hardbound book includes more than 1,000 photographs. The cover features a specially commissioned painting by noted railroad artist Mike Pearsall. Includes a complete roster listing modifications, retirement dates, dispositions, and specifications for each locomotive operated by Southern and its subsidiaries. Price: $65.00 plus $5.00 s&h.

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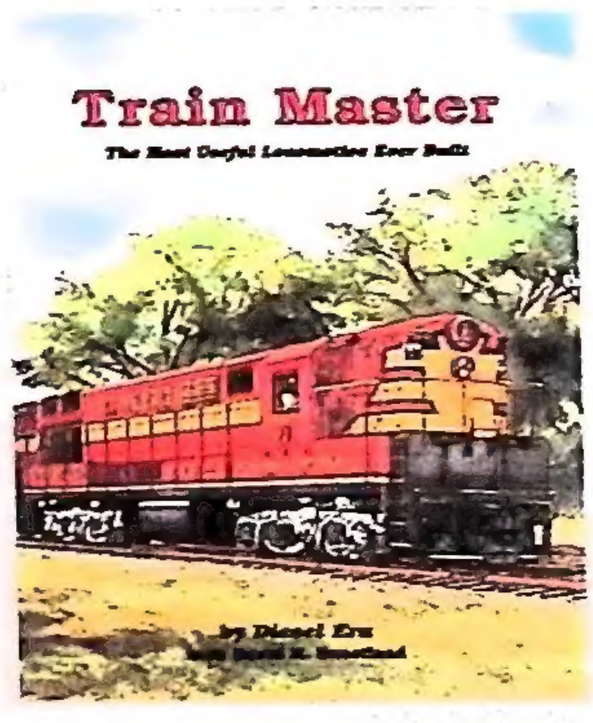
At the time of its introduction in 1953, the Fairbanks-Morse Train Master was the most powerful single-engine road-switcher unit available to the railroad industry.



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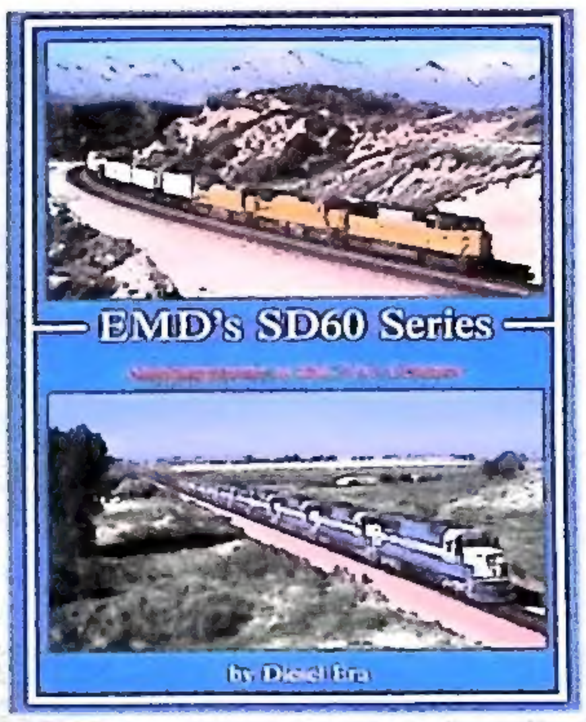

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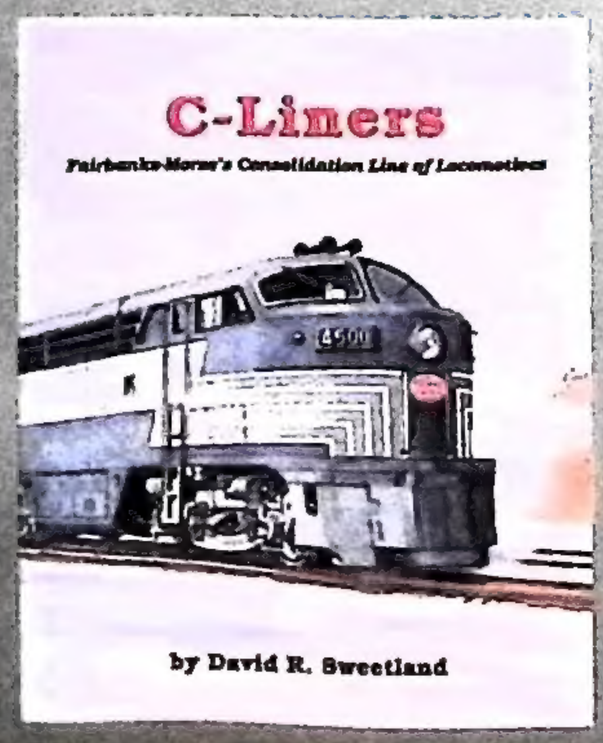

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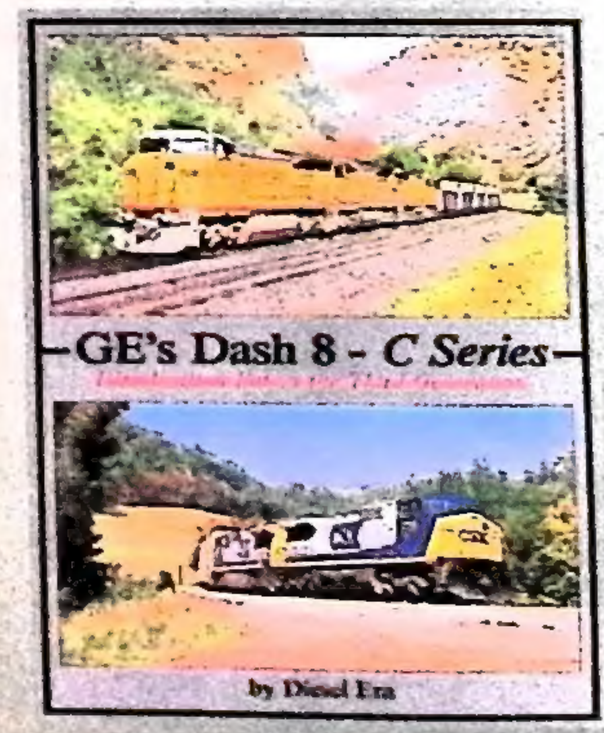

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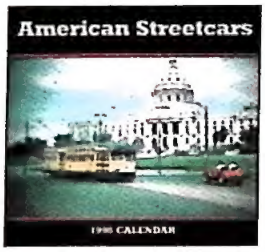

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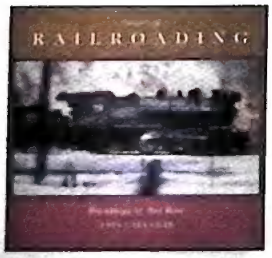

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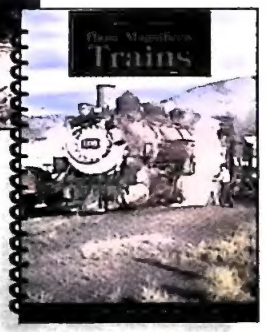

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